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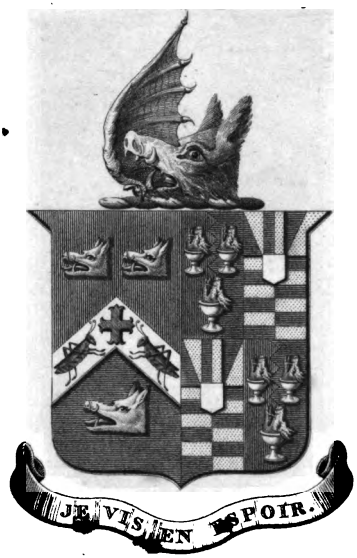

Edward Treacher.

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NAVAL SKETCH-BOOK;

OR, THE

Service Afloat and Ashore;

WITH

CHARACTERISTIC REMINISCENCES,

FRAGMENTS AND OPINIONS.

BY AN OFFICER OF RANK.

SECOND EDITION.

IN TWO VOLUMES.

VOL. II.

LONDON:
HENRY COLBURN, NEW BURLINGTON STREET.

1826.

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THE

NAVAL SKETCH-BOOK.

CORPORAL PUNISHMENT.

AMIDST all the daring and dangerous charlatanism of the day, and that ever-anxious appetite for change, which seems to rage in certain bosoms at home, in proportion to the commendation bestowed by foreigners, and the envy displayed by our enemies towards our excellent institutions, there is none which is more insidious, or ought to be more dreaded, than the proposal to abrogate the practice of inflicting corporal punishment in the navy. It is insidious, because its advocates are well aware that it is only necessary to describe, with but a little exaggeration, the sort of punishment found indispensable to restrain excess

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or correct insubordination amongst the stern and stubborn spirits aboard our men-of-war, to awaken the most lively sympathy in those, who, from their ignorance of the service, and of the difficulty of preserving a high state of discipline aboard, never can be qualified to assume the office of umpire, in a question which must involve the gravest considerations, or possibly decide our existence as a nation. It is to be dreaded, because the agitation of the subject, as a stock question* for the display of the talents of parliamentary pigmies every session, cannot fail to produce dissatisfaction in the breasts of all seamen whom it reaches; whilst the boldest reformer dares not hazard a recommendation of any specific system as a substitute for the present, to which they must admit the existing admirable discipline of our navy is altogether attributable.

To decide the question, it is essential that the

* Perhaps the able and manly speech of Sir George Cockburn last session, in reply to Mr. Hume, may be the means of giving this threadbare subject a respite.

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natural dispositions, as well as acquired habits of our sailors, should not be lost sight of in the argument. The materials of which our navy are formed are, like granite, principally valuable for their hard, rough, and lasting wear-and-tear quality. Were our sailors formed of less stern stuff, the empire of the ocean were no longer ours. The hardy mode of life, the daring resolution and coarse manners of the lower orders of our island population, particularly in the natives of the sea-coast, are as essential to the composition of a good sailor, as the heedless indifference to the future, and extravagant mirth and jollity exhibited on occasions of relaxation, are requisite to recompense him for his many severe privations. These invaluable ingredients are not without their alloy, which requires, though it cannot be altogether abstracted without changing the sterling character of the seaman, to be restrained by greater strictness, and more prompt severity in enforcing the attentive performance of duty.

It should also be recollected, that though men

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of a better moral character and better disciplined may be selected during the "piping times of peace," when "the blast of war blows in our ears" the Admiralty is not wont to be so nice; and the very best disciplined ships, to the regret and dread of every officer who has a respect for his ship's company, are fain to recruit their crews from the hulks* and jails of the kingdom. The

* In a note on the subject of impressment, the following extract from a letter, dated from on board the *Princess Royal*, then with the Channel fleet off Brest, appears in Admiral Ekin's late publication.—"I am upwards," says the writer, "of seventy men short of complement; and I was obliged to take sixty *convicts* to fill up the number I have."—In another place the admiral informs us, that upon fifty of them *(convicts)* being sent on board the *Bellona*, of seventy-four guns, they were immediately called together before the captain on the quarter-deck: who in few words addressed them upon their change of situation, on their former habits, and upon the necessity of a strict attention to a correct and moral behaviour, obedience to their officers, and the laws of their country; adding, with regard to the unhappy circumstances under which they had been brought there, he should begin with them as men without fault, but at the same time assuring them, that should any of them during their continuance with him be guilty of an offence, or in any instance violate the

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influx of such a tide of corruption must overwhelm all discipline, were not the mounds of authority strongly reinforced by increased vigilance and severity.

When these considerations are duly weighed, it is impossible not to draw the inference, that the discipline of our vessels of war, nay, the maintenance of our naval superiority, depends on the present strict regulations with respect to duty, and a due conviction on the minds of the sailors of their liability to severe corporal punishment for offences of a more aggravated nature. The principle, it would appear, pervades the whole navy; for whilst the duty of the seaman is thus

the laws and orders so indispensable to be enforced, he should feel it incumbent on him to inflict double the measure of punishment upon the culprit in that case that he should upon others not so circumstanced."—"This declaration," says the Admiral, "had so good an effect, that but one of them received punishment in a course of four years." We will ask with confidence as to the answer that should be given? Will any man of experience in the profession, or indeed of plain common sense, contend, that such a desirable result would have followed without the dread certainty that the cat was suspended merely by a hair over their heads?

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peremptorily enforced, the officers are, though rarely, in situations which may recommend them to reward or encouragement in the performance of duty, continually exposed to censure, suspension, and degradation, either by their commander and superior officer, or the Admiralty, for every neglect or offence against the discipline of the service. "The articles of war" are equally imperative on the officer, mariner, or soldier, who may each be considered separate links in the chain of subordination; and here we must previously, and once for all, denounce the inference of the sentimentalist and reformist in discipline, that merely pointing out cases of abuse of the power of corporal coercion, or punishment, is to be taken as a decisive argument against investing a commander with the power of inflicting either. It is the height of unfairness to confound in any argument, and more particularly in this instance, the use with the abuse. A vessel of war should rather be considered as, *per se*, a small monarchical state, which, for its safety, passes many restrictive

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laws, to every violation of which some sort of punishment is assigned; whilst it rarely or ever apportions a reward to the most exemplary performance of the duties of a good citizen. In this respect, however, a distinction is to be drawn in favour of the existing regulations on board a ship of war, where a strict attention to duty is sure to procure a man a higher rating, or greater indulgence. Notwithstanding all that has been urged by senators and landsmen on this subject, it is very remarkable, that the sailors, though themselves the parties concerned, never have for a moment imagined that discipline could be maintained without corporal punishment; as may be inferred from their total silence on this subject, when drawing up a list of those grievances they were anxious should be redressed by the Board of Admiralty, the House of Commons, and the King himself; which will be found by a reference to these petitions:* nor can it be argued that there were any grounds for being delicate as to

* For petitions see page 20.

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introducing this amongst the list of grievances, at a time when they were in a state of open mutiny, having cast off their allegiance, and threatened the lives of their officers, both at the Nore and Spithead. Another remarkable feature of this period, in confirmation of the above observation, was, that though they displaced their officers, and abolished all their authority, they still felt it necessary to maintain the discipline of the service on board, in the same way as they had been accustomed to see it preserved under the old *régime;* and during the period of the mutiny, there were repeated instances of severer corporal punishment on board the two fleets,* than would have taken place for similar offences under the then existing regulations, severe as it must be acknowledged those regulations comparatively were. If, then, it were not, in the days of comparative severity, a source of complaint with men in a state of mutiny, it is certainly fair to infer it cannot be any cause of disaffection to the service

* Fleets at Spithead and the Nore.

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at the present day; particularly when it is taken into consideration, that the most strict and positive regulations have been introduced by the Admiralty on the subject, requiring from every commander a quarterly authenticated return of all punishments inflicted on board his ship, specifying the nature of the offence, as well as the extent of punishment inflicted. How far this must operate as a check on any unnecessary severity may be inferred, not only from officers being certain of being called to account for either the excess or the frequency of corporal punishment on board, but from the salutary admonition given to the whole service, in the case of a Commander, who, in consequence of the Admiralty having instituted an inquiry into his return of punishments whilst on the Mediterranean station, was, a short time since, actually superseded.

It will be found that almost every one of the cases of unnecessarily severe punishment alluded to by Mr. Hume, or other *soi-disant* friends of seamen, are of a date anterior to this regulation

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by the Admiralty for restricting the extent and frequency of corporal punishments. Whilst these parliamentary reformists, who know nothing of the matter, would persuade us that corporal punishment might be dispensed with altogether, professional men in "the house," with at least equally humane motives at heart, have only stated the effect of experiment in instances where the "*cat*" was disused for nearly two years. This, it may fairly be said, is not a case in point; still the dread of punishment hung over the men, who knew they were in every case of serious offence liable to its infliction. But no man can safely infer that, were corporal punishment no longer a part of the military code, discipline would exist for a single day; or that, if flogging formed no longer a part of the corrective system, the *ultimum supplicium*, or "yard arm," would not be much more frequently than at present in requisition: a result equally to be dreaded by every humane civilian, as by every friend to the service.

Beccaria says, with truth, "men commonly

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look on the punishment due to a great crime as remote and impossible. The public punishment, therefore, of small crimes will make a greater impression, and, by deterring men from the smaller, will effectually prevent the greater."

It has been argued, "that no seaman or marine should be punished without a regular sentence of a court-martial, and not on the spur of the moment, and at the caprice of an officer."* *In limine* it is necessary to observe, that no seaman or marine is liable to punishment at the caprice of an officer, because he must be, previously to punishment, brought distinctly under one or more articles of war, in the face of the whole crew, when "turned-up" for the occasion. So much of truth is there in this disgraceful insinuation! But, if the sailors are to be considered at all judges in their own case, it has been always found they were rather disposed to undergo summary punishment, even before the present restrictive

* Vide Mr. Hume's speech in parliamentary reports on this subject.

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regulations,* than appeal from the sentence of the commander to a court-martial; and this, because he is well aware that, in all cases, the sentence of a court-martial is incalculably more severe than it is in an officer's power to pronounce. As, for instance, in case of desertion from the ship, a sailor would not receive perhaps above three dozen lashes, certainly not above four, if punished by his captain's order; whereas, if tried by a court-martial, he would, most probably, be sentenced to three or five hundred lashes round the fleet. Hence, too, the marines, though a military body, prefer serving on board to being in barracks, because the punishments are lighter in proportion.

The next substitute proposed by these clumsy manufacturers of their self-created popularity is, solitary confinement on board. Considering the compact dimensions of a ship of war, and her occupation throughout by a busy, noisy, joyous

* These regulations have been in existence upwards of fifteen years.

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population, solitary confinement, as adopted in prison discipline, would be impossible, and the use of the term must strike every seaman as an insult to common sense. There is neither room on board for the erection of separate little cells below, however humane and amiable the Utopian idea; nor, if there were, would it be possible to realize the imagined horrors of solitude in these little wooden recesses, which must be always pervious to the ceaseless hum, the merry laugh, the joke, the banter, and a hundred other distracting sounds produced by his volatile and restless companions above and around him. But, admitting that a ship, both could, and ought, to be constructed after the manner of the solitary cells of a penitentiary, whose solid arches and stone fabric exclude all communication, light or sound, (thus rendering the horrors of solitude something more than a mere chimera); still it may be asked, would the practice of sending men for only two or three days into solitary confinement be compatible with the safety of the ship? What is to be-

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come of a ship in situations of danger, on a lee-shore, in squally weather, or going into action, if several of her ablest hands are in a species of confinement, which, to have its due effect, must on no account be interrupted? For if the confinement be interrupted, its effect is diminished if not altogether counteracted; and if the men are ever confined together in any number, conversation, and even amusement, will soon chace away either *ennui* or regret.

Another substitute has been proposed for corporal punishment, consisting of a written scale of demerits and offences, termed emphatically by the sailor, from his hatred of it, the *black-list*. Here the remedy is generally too slow in arresting the progress of offence or insubordination; and men are too generally prone, particularly sailors, when they see justice, with limping pace, hobbling after them for weeks or months, to calculate on impunity, either through the natural disinclination of an officer to punish where there are many equally guilty, or the daring presumption in a sailor, so

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prevalent during periods of activity, that, either through accident or in fight, his glass will be run out before his cup is full. After all, this is the worst of substitutes, as it resolves itself finally into corporal punishment or solitary confinement; for otherwise it would be worse than useless to keep a "black-list," which is sure to make men desert or run, if they once discover the captain to be ambitious of cutting others out as a disciplinarian, or anxious to strike when the balance is against them. As for tying logs to men's legs, or, except for infamous offences, making them wear symbols of degradation (as some officers, in their amiable zeal for the morals of their ship's crews, have adopted), these expedients must, like the fool's-cap amongst infants, prove little better than a mockery and source of merriment to their fellows and themselves; in the same way as a Greenwich pensioner will be observed to stump about the mall as jocose and contented in a yellow jacket, though a badge of disgrace, as in the hospital uniform, *maugre* the mirth of his com-

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panions. An enlightened and eloquent writer observes that, "if we declare those actions infamous which are in themselves indifferent, we lessen the infamy of those which are really infamous. The punishment of infamy should not be too frequent, for the power of opinion grows weaker by repetition; nor should it be inflicted on a number of persons at the same time,* for the infamy of many, resolves itself into the infamy of none."

In addition to the arguments already adduced, we would point the attention of those who would, in this respect, arrogate to themselves all the philanthropy of the country, to the effects produced on the discipline of the French navy by a milder system of punishments, and ask them, would they, as the friends of the service, or the lovers of their country, for a moment endure that our safety, our liberty, our national honour, should be entrusted to the protection of a navy, the best of whose vessels of war can hardly boast as much

* It has been often the practice on board men-of-war to put all the *mauvais sujets* into one "*mess*" on the main-deck.

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discipline as an English privateer? Let them even contrast and weigh well the important results obtained by our military discipline, with the insubordination, insolence, and disregard of the lives of their companions in the hour of danger, shewn by the merchant-service of our country. Let them place a ship of war in the midst of the Atlantic, and suppose the accident which lately occurred on board the *Kent* East-Indiaman should befall her (a service, by the bye, very similar to that of the royal navy, except as respects the strictness of its discipline); will any man imagine that the crew would not have displayed more collected coolness, more nerve, more devotion, and less terror in attempting to subdue the devouring element, and to save themselves and their companions from destruction, by every method which human ingenuity could devise, or human energy and unrepining toil could tend to render effectual towards the common preservation? But, let them draw the parallel more closely, for the sake of instruction and conviction, and say, had their

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attempts been unavailing, and had a sail bore down to their succour, would it be possible that part of the crew of any king's-ship, however inured to scenes of destruction, and the waste of life incident to war, could have so conducted themselves as to lose sight of every thing but their own personal safety, and be only induced to snatch some of their companions from an enemy more dreaded than the deep, by the curses and imprecations of their timely preservers,* and the threat, that they should never be

* In a published "Narrative of the Loss of the *Kent*," the following passage appears: "Immediate preparations were made to get out the boat; but some of the crew, uninfluenced by those humane feelings which generally characterize British seamen, manifested a disposition to cut them down and provide for their own safety at the expense of their companions in distress; nor did they desist from the attempt, until several of the military officers drew their swords, and threatened to kill the first man who should act contrary to orders." Captain Cook, of the *Cambria*, also says, in his letter to the agents at Lloyd's (after extolling the conduct of the Cornish miners who were passengers on board of his brig), "It would be pleasing, could I speak as highly of the crew of the *Kent*; but I cannot refrain from expressing my great dis-

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taken on board unless they made an effort to save those to whom at parting they had given, as it were, a dying pledge of their return at every risk? With confidence it may be asserted, that such could never be the result of a similar accident on board a ship of war. The mere circumstance of her high state of discipline—a discipline fostered, matured, and maintained by the present system of reward and punishment—must render such a deplorable result impossible. To that discipline, then, it may be said, that the British navy owes its prompt humanity in the salvation of human life: to that discipline, it may

appointment at their conduct (in which I am borne out by Captain Cobb), derogatory in every respect to the generally received character of a British seaman, by refusing to return to the *Kent* for the people after the first trip; and requiring my utmost exertions and determination to *compel* them to renew their endeavours to get out the soldiers, passengers, and the remainder of their own shipmates who were left behind: and it was only by using *coercive* measures, in conjunction with my own crew and passengers, and telling them I would not receive them on board unless they did so, that they proceeded, though reluctantly, to their duty."

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be said, she owes her dreadful pre-eminence in its destruction—attributes for which at least their countrymen may be grateful, whilst they regret that even the best civil, moral, and political institutions partake of the characteristic imperfection of their founders.

MUTINEERS' PETITION referred to above.

(Petition.)—*" To the Right Honourable the Lords Commissioners of the Admiralty, &c."*

" My Lords:

" We, the seamen of his Majesty's navy, take the liberty of addressing your lordships in humble petition, shewing the many hardships and oppressions we have laboured under for many years; and which we hope your lordships will redress as soon as possible. We flatter ourselves, that your lordships, together with the nation in general, will acknowledge our worth and good services, both in the American war as

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well as in the present; for which good services, your lordships' petitioners do unanimously agree in opinion, that their worth to the nation, and laborious industry in defence of their country, deserve some better encouragement than that we meet with at present, or from any we have experienced. We, your petitioners, do not boast of our good services for any other purpose than that of putting you and the nation in mind of the respect due to us: nor do we ever intend to deviate from our former character. So far from any thing of that kind, that we should endure double the hardships we have hitherto experienced, before we would suffer the crown of England to be the least imposed upon by that of any power in the world. We therefore beg leave to inform your lordships of the grievances which we at present labour under; not doubting, but that your lordships will comply with our desire, and take the same into early consideration.

" The first grievance we have to complain of is, that our wages are too low, and ought to be raised;

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that we might the better support our wives and families in a manner comfortable: and whom we are in duty bound to support, as far as our wages will allow; and which, we trust, will be looked into by your lordships and the Honourable the House of Commons, &c. &c.

"Secondly—That our provisions be raised to the weight of sixteen ounces to the pound, and of better quality, &c. &c."

"Thirdly—Your petitioners request that your lordships will be pleased to observe, there should be no flour served while in harbour, in any port whatever under the British flag: and also that there be granted sufficient supply of vegetables, of such kind as may be the most plentiful in the ports to which we go; and which we grievously labour under the want of.

"Fourthly—That your lordships will be pleased seriously to look into the state of the sick on board his Majesty's ships, that they may be better attended to.

"Fifthly—That if any man is wounded in action,

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his pay be continued until he is cured and discharged.

" Sixthly—That we may be looked upon as a number of men standing in defence of our country, and that we may in some wise have grant and opportunity to taste the sweets of liberty, on shore, when in harbour, and after having completed the duty of our ship after our return from sea. And that no man may encroach on this liberty, there shall be a boundary fixed; and those trespassing, without a written order from the captain, or commanding officers, shall be *punished according to the rules of the navy.** This is a natural request, and congenial to the heart of man; and still more so to us, who you boast of being the guardians of the land.

" It is also unanimously agreed by the fleet, that from this day no grievances shall be received; in order to convince the nation at large, we know when to cease to ask as well as to begin."

" Given on board the *Queen Charlotte*, by

* We particularly direct this passage to the *soi-disant* friends of seamen.

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the Delegates of the Fleet at Spithead,
this 18th day of April, 1797."

This petition was succeeded by another to the House of Commons, in the following temperate tone:—

"*To the Right Honourable and Honourable the Knights, Citizens, and Burgesses, in Parliament assembled.*

"The humble petition of the seamen and marines on board of his Majesty's ships, in behalf of themselves, humbly sheweth,

"That your petitioners, relying on the candour and justice of your honourable house, make bold to lay their grievances before you; hoping that, when you reflect on them, you will please to give redress, as far as your wisdoms shall deem necessary.

"We beg leave to remind your august assembly, that the act of parliament passed in the reign of King Charles the Second, wherein the

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wages of all seamen serving on board his Majesty's fleet was settled, passed at a time when the necessaries of life, and '*slops*' of every denomination, were at least thirty per cent. cheaper than at the present time; and which enabled seamen and marines to provide better for their families, than we can now do with one half advance.

"We therefore request, that your honourable house will be so kind as to revise the act before mentioned, and make such amendment therein as may enable your petitioners and families to live in the same comfortable manner as seamen and marines did at that time.

"We profess ourselves as loyal to our Sovereign, and as zealous in the defence of our country, as the army or militia can be; and esteem ourselves equally entitled to his Majesty's munificence. Therefore, with jealousy we behold their pay augmented, and their out-pay of Chelsea Hospital increased to thirteen pounds per annum; while we remain neglected, and the

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out-pensioners of Greenwich have only seven pounds per annum.

"We your petitioners, therefore, humbly implore that you would take their case into consideration, and, with your accustomed goodness and liberality, comply with the prayer of this petition; and your petitioners, as in duty bound, will ever pray, &c."

THE little narrative which follows, will perhaps explain, more strikingly than any didactic paper, the sentiments generally prevalent amongst our sailors with respect to punishments on board ship, though conveyed in the homely phrase of a GALLEY STORY. It enters into a humorous detail of considerations, which, however minute, or unsuitable to the style of a serious essay, will be found often to operate most forcibly on the simple minds of our honest tars.

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A GALLEY STORY.

" D'ye mind me, a sailor should be every inch
All as one as a piece of a ship;
And with her brave the world, without off'ring to flinch."

SEA SONG.

" I TELLS you what a-tis—as often I told you afore; what you loses on *one* tack, you gains on the t'other. Overhaul both sides o' the business—tarn it just 'end for end;' and in spite o' your shore-going, know-nothing growlers, you'll find—a man-o'-war's berth's not so bad after all.

" You may talk o' the hardships of pressing—your man-hunting—and the likes of such lubberly prate; but if there's never no ent'ring, how the h—ll can you help it?—Men-o'-war must be mann'd, as well as your marchanmen—

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marchanmen must have their regular convoys; for if they havn't, you know, then there's a stop-per-over-all upon trade:—so take the concarn how you will—'by or large'—there's not a 'King's Bencher' among you can mend it. Bear up for Blackwall—ship aboard of an Ingee-man, and see how you will be badgered about, by a set o' your boheaing-hysun-mundungo-built beggars! Get hurt in their sarvice—lose a finger or fin by the chime of a cask in the hold—or fall from aloft, and fracture your pate—then see where's your pension or 'smart.' I'm none o' your argufi-cators—none o' your long-winded lawyers, like Paddy Quin the sweeper, or Collins the 'cap-tain o' the head;' but d—n it, you know, there's never no working to wind'ard of truth.

"There's not a chap in the barky—no, not a fellow afloat in the fleet, has felt more o' the roughs and the smooths o' the sarvice nor I. *I* was prest—desarted—and desarvedly punished; —and here I am, 'happy-go-lucky,' and as hearty as ever. 'Tisn't often I spins you a yarn,

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but, just to set you to rights, I'll give you a twist; so here's heave with the winch.

"Well, you must first of all know, it's exactly —let's see—exactly thirteen years, come the third of November, since first I was prest by the Wengeance's cutter. The ship was fitting at Spithead —aye, and a snug little barky she was. There wasn't a faster seventy-four in the sarvice; she was just like a frigate in a fleet, and kept always to wind'ard on the Admiral's beam, 'kase there was never no keeping her astarn in her station. The captain was one o' your thoro'-bred tars, aye, and a sailor's friend to the mast. He'd an eye like a hawk. He never went out o' the ship he didn't see *some*thing amiss—either a to'-sail-sheet, a stay-sail halliard not properly taut, or a yard not square by the lifts. He led the boatswain the devil's own life—and well he desarved it; for, d—n the fellow, he was the only bad-un aboard. He was the rummest-looking chap you ever sot eye on. Though he stood on his pins like the figure of five capsized, he never-

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theless was as taunt as a topmast. There was his head, too, all of a hoo—chin topping to port—a thorough-put in his starboard eye—and his mouth all awry from 'clue to ear-ring.'

"Well, howsomever, as soon as, I may say, I was shipped—(as I took both helm and lead) I was put on the folk'sel at once.

"Soon after we sailed for the Baltic, and as I bevelled it aboard very well with all hands,—and moreover a somet-of-a-sort of a fancy-man with the first leaftenant—I was clapt in the barge—aye, and, I takes it, had oft'ner the slinging of the captain's cot nor his coxen.

"Well, you know,—for more nor five nor six months, every thing was going on as gay as a goose in a gutter—when, coming back to Spithead from a cruize—who should come off to the ship but the postman, fetching me a lubberly letter from home, what fixes my fate. For, you see, the very dientical day that I gets it—as the barge, under charge of a bit of a boy, went to wait for the captain at Sally-port steps (the devil coming into

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my head), no sooner she grazes the ground, than out I jumps, slap in the surf, and hard-up for the back o' the point.

"Well, there was the younker, singing out like a soger, and cracking on every thing 'low-and-aloft to come up with the chase—when I drops him astarn—whips in a wherry, and over in a jiffy to Gossey.*

"Well, the first thing (in course) I does, was to make for old Moses' slop-shop, and search for a suit of shore-going togs.—There I was, over-hauling rig after rig, just as fickle as a flaw on the sarfis; till I fixes at last on a white-linen shirt, with a flying-jib-frill, and 'throat-seazeing' complete—a pair of gaff-to'sail-boots, and taut-fitting breeks—a black long-tailed coat, towing over my taffel with a sky-scraper cape—and one o' your flash-built waistcoats, with hanging-ports on the pockets—when docking my tail, and dowsing my whiskers close by the board—I powders

* *Cossey*—Gosport.

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my pate, and claps on a broad-brimm'd chopper clean over all.

" Well, as soon as I was reg'larly a taunto—every thing taut fore-and-aft, and yards squared with Moses (for you see I'd a Newland for ten in the letter)—I just takes a bit of an overhaul squint in the glass; then glancing at Moses, who was looking out as sharp as a shovel-nose shark for a Guineaman,—' Moses,' saysI, ' I'm d—d, by the cut o' my jib but I'll pass for a parson !—Tip us your daddle,' says I,—' never say die—and scud like a mugen, and book us a berth in the mail.'—

" Well, off he flies—aye, as fast as if the d—l was in his wake with a ' double piece of pork,' and clinches a place in a crack.—Thinks I to myself, this is running the rig—it'll gee very well if it doesn't get wind in the barracks—for you see, just at that time the sogers were looking out sharp for their ' straggling-money.'—Howsomever, you know, as the coach didn't weigh until eight—there I was, brought up in Moses' coal-

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hole, just like a collier in the "Lower-Hope,"* waiting for the turn o' the tide.—Well, at last I weighs, with Moses as pilot—when, after 'backing and filling,' and boxing about every lane, what led to the coach, we comes alongside her just as she claps on her canvass.—'Ye hoye, there, coachee,' says I, 'what! d—n your eyes, forget your freight?' (for you see I was 'shaking a cloth in the wind')—'Is that your respect for the church?' says I.—'Come down from aloft and let me aboard,' says I, 'or I'll break every lubberly bone in your body.'—Well, the words was scarce out o' my mouth, when, just as I was stepping in the cabin o' the coach, what the d—l does I feel but a grip by the scruff o' the neck. —There I was, all-a-back;—boned by the lord, by the Master-'t-arms, and a man-hunting party o' Marines.—Moses, you know, was off like a shot; and, as I couldn't make play in my togs, or

* One of the lower Reaches in the river, where merchantmen frequently wait, when the wind is foul, the turn of the tide.

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palaver any o' the passengers to lend me a fist, in course I'd to strike to the party.

"Well, away went the coach—coachee cracking his whip and his joke at a fellow's misfortun. But, d—n it, the worst was to come, for being taken aback in the coach was a trifle to being taken aboard in the clargyman's rig. No sooner, next morn, you know, nor I comes alongside in the cutter, but there was a regular spree fore-and-aft: —'Who've we *here?*' says the first leaftennant—(clapping on one o' your half-and-half-laughs and purser's grins, as he stood on the gangway, looking down in the boat)—'What!' says he:—'d—n it! a methody parson?'—'send a hauling-line down for the lubber.'—Going on after that sort o' fashion, and keeping up a frolicksome fire on a fellow, what was a d—d sight more galling, you know, nor a regular raking.

"Well, howsomever, to shorten the matter; after I comes up, as down in the mouth as a midshipman's dough-boy, I was clapt into limbo, togs and all, as I stood till the skipper comes off after

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dinner. There he was (as soon as I came aft, and brought up afore him), trying to stopper a smile on his mug and to clap on a grave-digger's grin; when, at last says he, coming for'ard to face me,—'Well, my man,' says he, 'what 'ave you to say for yourself?'—'Nothing,' says I, 'sir.'—'No?' says he; 'indeed, you are the last man in the ship I thought would have run. Howsomever,' says he, 'I am sorry it happens to be *you*, kase, as I must make a sample of some-un, the only course I can take is to try you by a regular court-martial.'—'I hope not, sir,' says I; 'rather you'd punish me aboard, i' you please.'—Howsomever, you know, there was never no use in palavering, for his mind was made up; and he was as good as his word, for, as he never broke it with no man, by the retarn o' post I was ordered for trial.

"Well, you know, just as I was rigged, and ready for the 'fray the morn o' the trial, and taking a bit of a squint out o' the after-gunroom-

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port, off goes a gun 'board the *Billy*,* as the bell strikes eight. Thinks I to myself, 'come what will, Mr. Sam, they can't say you havn't made a bit of a noise in the world;' for, you see, 'twas the *Billy* repeating the court-martial signal aboard the *Gladiator* in the harbour.

"There was—'man the pinnace,' and send me aboard her, just like a lord o' the land, with the second leaftennant, a midshipman, the master-'t-arms, three jolly marines, with belts and bagnets shipped, two sitting aside in the starn-sheets abaft, and one in the bow facing aft, just like a figure-head shipped the wrong way.

"Well, as soon as I gets aboard the *Gladiator*, with her *Jack* at the peak,† only waiting for the members to muster, I was clapt under charge of a chap as they calls the proviky-martial.‡

* *Royal William*—the flag-ship at Spithead.

† A union-jack flying at the peak is the signal for a court-martial sitting.

‡ Provost-martial.

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"There was 'the devil to pay, and no pitch hot!'—piping the side for the skippers, and the guard presenting arms to them as fast as they came off in their barges. I never seed so many swabs* on a deck in my day.

"Howsomever, as the bell strikes two,† down they dives, to take their stations at the court-martial table in the cabin. Well, as soon as they was ready to open their fire, they rings a bell, when *in* I comes, under reg'lar convoy of two armed craft (for there was a royal, with a bagnet in his fist on my larboard-beam), and the proviky-martial, rigged-out in a cocked-head athwart ship, with a sword drawn over his shoulder, stuck on my starboard, as stiff as a midshipman.

"The commodore‡ o' the court was moored at the top o' the table, the rest o' the skippers facing each other in two regular lines, in the order o' battle; and a little lawyer-looking chap, with a face

* Swabs (epaulets).

† Two bells—nine o'clock. NAVAL ANOMALY.

‡ President.

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like a bladder hauled over a wig block, as busy as a devil in a gale o' wind, overhauling a parcel o' papers, below at the bottom.

"Well, as soon as this rum-looking fellow in black (the judge of advice,* as they called him) was ready to lay down the law,—up the whole on 'em gets, Bible in-hand, and tarns-to to swear (muttering together like a parcel of methody parsons), to sarve out justice alike, both to man and to messmate.

"There was the skipper,† standing in the commodore's wake (for as he was parsecutor, you see, he'd to reg'larly stand to what he said); and nobly the poor fellow behaved, for never a question he asked more of a witness nor was necessary to clinch the concarn. Well, you know, as I was going to leeward as fast as a hay-stack afloat, I takes the advice of one o' the captains, and axes no more o' your traverse-sailing‡ questions; for,

* Judge-advocate.

† "The skipper:" *Jack's* constant phrase for his *own* captain.

‡ Cross-examination.

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d—n it, you see, they did me more harm nor enough. So, as soon as the skipper's palaver was over, there was, 'pall the capstern,' and clear the court, till the judge of advice draws up a paper for a fellow, throwing karector and all upon the mercy o' the court. Well, you know, as soon as he reads it aloud, and both the first leaftennant and skipper comed for'ard to say a few words in my favour, there was tarn-out again for a bend, till they settles the sentence; when *in* I comes, to hear, as I thought, my unfort'nate fate.

"As soon as I enters the cabin, and sees the commodore and captains o' the court, looking as fierce and as black as the d—l in a blaze, every man o 'em with their gold-laced scrapers reg'larly shipped, some 'athwart ship,' and some 'fore-and-aft,' says I to myself, 'the game's all up with you, Sam!—that's the yard-arm signal, as sure as a gun!'—(for, you see, 'twas only a fortnight afore I was prest, I happened to put into Old Bailey-bay as the judge was clapping on his cap to condemn an unfortunate fellow to death); so,

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in course, I thinks *this* shipping of scrapers was the sim'lar signal. Howsomever, you see, I was ahead o' my reck'ning; but, instead of going round the fleet,—I was sentenced to one hundred lashes aboard my own ship!

"No, no: none o'your court-martials for *Jack!* If so be as I'd a' gammoned the skipper to a' settled the score at once, and sarved me out himself, I'd a' napped no more nor four dozen at furthest!"

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LEAVES FROM THE PRIVATE LOG OF A CAPTAIN.

In London Lodgings, H.P.—November 25th, A.M.—At eight, rose and rigged.—Suicidal day.—Prepared toast, "thick and dry, for weighing."—*Mem.* Butter bad for bile. Levee-day—lashed cables—cleared hawse—brushed up boots and brains—piped to breakfast.—Glanced at paper—barren of news: naval appointments shy.—Prepared to unmoor—unmoored.—At *ten* weighed—made sail—stood for Admiralty.—Entered hall.—Noted name for Lordships' levee.—Bowed the list.—*Mem.* Polite to porter, took him for Peer.—Deed done—wore ship.—Steered for Strand—altered course occasionally.—Killed time—heavy on hands.—Claims inclined to be clamorous, checked by discretion.—Turned thoughts "end

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for end."—Picked strongest and shortest yarns* —rejected rogues.—*Mem.* "Brevity is the soul of wit."—Wore round.—Stood again for Guards.—Worked into Admiralty bay.—Telegraphed porter; answered in the negative.—Name returned in "rejected addresses,"†—Mortified much—shammed indifference.—Long list—some consolation.—Laughed it off—lounged about.—Lots of fish (flats).—Shoals of plaice (hunters).—Famed flag-officers—ditto hoppers—grey hairs—spurred heels.—*Query* "Horse-marine or sea-horse."—*One* P.M.—High water.—Hall full—crowded fleet —"short tacks"—long faces—longer claims—melting memorials—fathoms of fight, conduct,

* Yarn—is that of which the cordage and cables are made. In the king's service there is always a white yarn, or thread, which runs through the rope. This is called the "rogue's yarn." But, in the above sense, a "a yarn" is (as by seamen frequently applied) a tale.

† The names of officers who the "first Lord cannot see" on a levee-day, are posted in the waiting-room. Commanders, who have long waited for another species of *posting*, have facetiously termed this list the "REJECTED ADDRESSES."

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and courage.—*Mem.* Ordered to be docked and cut down. Epidemic plague—ceaseless importunities.—*Query* placard without, "Non-admission of beggars within,"* sufficiently conspicuous?—*Two* P.M.—Fresh breezes—official bustle—officious porters.—Bells ringing—clerks running.—Signals from aloft, for private ships to pass within hail—repeated below.—Bright look-out.—Anxious moments.—*Expectation* turning to windward in chase of *Promise.*—Baffling winds favour *Promise.*—*Expectation* "going to leeward!"—Taken aback—"boxes-off"—"fills"—gives up the chase.—*Mem.* out-manœuvred. Claimants increasing.—Pleasures of patronage.—Awkward mistakes: Greenwich pensioners taken for admirals—latter taken for pensioners.—Saints in sight—shunned—dangerous rocks.†—Ships split on.—Troubled waters—erroneous

* There is a placard posted without the walls of the Admiralty forbidding the admission of beggars.

† There are many dangerous rocks called Saints on the charts.

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soundings.—Bad beacons.—Tracks on charts incorrectly traced: Hypocrisy shoal not laid down.—Curious *callings* of captains—stranger ditto of capes,—*Query*, pious pilots pass at the "Trinity-house?"*

Captains' Room.—Newspapers missing—symptoms of peace, political economy.—Crowded chamber.—*Mem.* Relics of departed greatness—*Pomp* adrift, drives ashore—signals of distress—agents (sharks) shy of assistance.—Novel discussions—past services—future prospects—general promotion—polar projects—"Northern lights." *Query*, London lions. Patent pumps—reefing topsails; neat rigging—rigging neat—"Own plan."—"Recommend it."—"Crack order."—"High kelter."—*Memorandum.*—Mum—*My* ship.

New uniforms—straight backs—Benbow cut—curved "wash-boards"—latter disliked—clean cloth—dirties lace.—*Mem.* service ever set their

* All pilots who obtain a *Branch*, or diploma, must previously pass at the "Trinity-house."

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faces against white facings. Trigonometrical cut of cocked hat.—*Query*, " zenith distance" (eight inches) per back-observation, equal to " the complement of the altitude" of an admiral.—*Mem.* Wish regulation great coat was establised. —*Query*, in what age likely to be effected?—*Leaf torn.*

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NAVAL TACTICS

AND

BATTLES.

" Fear not the anger of the wise to raise,
" Those best can bear reproof who merit praise."

POPE.

THERE is no professional subject of greater importance to the service, and perhaps less generally understood, than naval tactics. Their principles can only be exemplified by a reference either to actual engagements, with the relative positions of the vessels or fleets engaged, or to imaginary and hypothetical positions and cases, suggested by a mind conversant with this high department of professional acquirement. Of actual engagements, the details are pretty generally in the recollection of most persons who may be induced to peruse these papers; and a

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reference, therefore, to such examples, being both matters of fact and of notoriety, will probably serve to facilitate our approach to a subject of such intricacy. Another advantage resulting from pursuing the subject through a series of actions, beginning with those of an earlier date, will be, that the inquiry will commence at a period when tactics were comparatively ill understood; and will conclude at a period of considerable attainment in this important arm of the service. In this pursuit, as the writer is not ambitious of appearing original, at the hazard of being merely singular in sentiment, he will prefer bottoming his observations on those of others; and, without hesitation or apology, avail himself of every advantage which may be drawn from professional writers or practical men, who appear to have made tactics their study.

The most elaborate work of the day, or perhaps of any day, on naval affairs, is decidedly that of a high authority on such subjects, who, with a candour which we were prepared to expect from

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so gallant an officer, has announced himself by name in the unenviable and responsible character of critical arbitrator, and often criminatory judge, on the conduct in action of some of the highest ornaments in the profession. From its research and utility, the work is decidedly calculated to become popular in the higher department of the service, the members of which will doubtless feel it a duty, when the occasion shall hereafter arrive, to combine with their own practical experience, the advantages to be derived from the information, and often judicious observations, contained in a voluminous and very costly work, entitled, "NAVAL BATTLES, *critically reviewed and illustrated, by Rear Admiral Ekins*, C.B., &c. &c."

This work contains more than either the title conveys, or the unassuming preface of its author professes. It is almost entirely devoted to the subject of naval tactics, and their application in general engagements from the days of "Admiral Mathews in 1744, to the attack of Algiers in 1816," and is replete with plates illustrative of the various

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positions of attack and defence occupied by contending fleets, in the several battles comprized within that period.

The Admiral says in his preface, "the subject (he must mean "the work") is calculated principally for professional readers in the junior classes, and pretends to be nothing more than a familiar treatise, after the manner of Mr. Clark." This modesty in the Admiral can only be equalled by the circumstance of his omitting, in his account of the "Battle of Algiers," to mention that he commanded the *Superb* seventy-four in that action, in which, be it observed, he was wounded. No naval officer, however exalted in rank, or old in experience, but must, in some measure, profit by an attentive perusal of the Rear-Admiral's work; inasmuch as it sufficiently interests the professional reader to invite investigation, or exercise his judgment as a tactician, in examining the accuracy of the Admiral's criticism, particularly in those parts which relate to the practicability of effecting many of those evolu-

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tions the Admiral considers as problematical in Clark.

The work is divided into three parts, with their respective explanatory plates, figures, diagrams of "orders of sailing, retreat, relative and reciprocal bearings;" the latter, by-the-bye, being a branch of tactics formerly so little understood in the service, that it frequently created the greatest confusion in a fleet, but more particularly, when Captains of frigates were first appointed to line-of-battle ships. The supplement consists of an account of circular sterns illustrated with plates, contrasting together the plans of Sir Robert Seppings with those of Mr. Roberts, of Pembroke Dock-yard, endeavouring to exemplify the superiority of the latter.

After thus noticing the contents of this elaborate work, it is not to be supposed, in these pages, place can be given to a lengthened analysis of all its *matériel*, or a laboured review of its merits or demerits; we shall, therefore, merely confine ourselves to those battles which have more particularly contributed to the glory of England,

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and which, without doubt, will tend most to interest the reader, commencing with the action of the celebrated "First of June" (1794), being the first general engagement fought in the French revolutionary war. Admiral Ekins, after entering into considerable detail, illustrative of the various positions occupied by the hostile fleets, in their partial encounters on the preceding days of the 28th and 29th of May, represents the British fleet, on the memorable morning of the "First of June," to be to windward of the enemy, in a line-a-head on the larboard tack parallel to the latter. The British fleet, with the view to bring the enemy to battle, is next described as bearing-up together in a line-a-breast, each ship steering exactly for her opponent in the line, and thus endeavouring to break through the Revolutionary fleet, and bring them to close action to leeward. In reference to this mode of attack, Admiral Ekins observes, that "the British Admiral" (Lord Howe), "finding his fleet to occupy a line parallel to that of the enemy's, determined

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upon a vigorous attack upon his whole line, rather than lose a moment by making a different arrangement; though it will be admitted, that an attack on a particular part of it, by a superior force, might have been attended with greater success upon this occasion," (the Admiral observes very justly,) " allowance should be made for the anxious impatience of the British chief, somewhat mortified and disappointed by the preceding events; he may, therefore, be forgiven for having rushed forward with impetuosity to the combat, relying on the zeal and bravery of those under his command." * An anonymous "remark," however, of a less charitable nature, follows this observation of the Admiral; (for he frequently inserts the "*Remarks*" and "*Observations*" of experienced and scientific officers unknown to the reader: these, however, though not always corroborative of the correctness of his own, most essentially contribute to the value of the work). "On the First of June," says one of these critical incog-

* See page 186.

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nitos, "had Lord Howe attacked the centre and rear of the French line with his whole force, he would have gained a complete and easy victory; not to follow up his success, I hold to have been a great and *inexcusable* error." This criticism, founded on what was actually done, and what might have been, or ought to have been done, the critic reserving to himself the right of judging from results, which gives him a decided, though somewhat unfair 'vantage ground over an admiral in action (to whom the result must have been conjectural), appears to savour somewhat of severity. We certainly coincide with Admiral Ekins, that the motives of Lord Howe for adopting the line of conduct pursued, were possibly only to be found in balancing the many difficulties of his Lordship's situation, as well at the termination, as during the several stages of that protracted combat. There can be no question, but that his Lordship was heartily tired of fighting in fogs, the liability of his signals to be mistaken, and above all of the egregious blunders (to say the least of

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them) committed by the leading ship* of his line (the *Cæsar*), on the preceding days of the 28th

* Adverting to the movements of this ship, Admiral Ekins observes, "that we now come to the unpleasant part of the detail, to show, in the conduct of one man, that the greatest designs of a commander-in-chief may be rendered ineffectual by negligence, stupidity, or cowardice; and to point out how much it is the duty of captains and juniors in command to become masters of their chief's intentions, by clearly understanding his signals, and devoting themselves to a rigid execution of them; for on this, not only their own character may depend, but the glory and success of a great national enterprize. Had the *Cæsar*, and the rest of the British van, followed the direction of the commander-in-chief, the struggle might on that day have been decided; but "the appointed movement failed of the proposed effect." In Duncan's action, Admiral Ekins relates an anecdote somewhat in point:—Captain Inglis, of the *Belliqueux*, of sixty-four guns, owing either to a long absence from active service, or an inaptitude to the subject, sometimes apparent in sea-officers, had neglected to make himself a competent master of the signal book, and, on the morning of the day of battle, when it became necessary to act with promptitude in obedience to the signals, found himself more puzzled than enlightened by it; and throwing it with contempt upon the deck, exclaimed, in broad Scotch, "D—n me, up-wie the helm an' gang into the middle o't." In this manner he bravely anticipated the remedy in such cases provided by the gallant Nelson, who, in his celebrated

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and 29th May. Taking, therefore, all circumstances into consideration, perhaps it may rather become a matter of question whether the mode of attack adopted by his Lordship, as being decidedly the most simple, was not the more likely to ensure success: as doubtless his Lordship naturally conceived that, by previously directing each ship to place herself close alongside of her opponent in the line, no material mistake, as to either signal or "order of sailing," could possibly occur.

With respect to his Lordship's not following the flight of the enemy, Admiral Ekins observes, after alluding to the circumstance of a signal *said* to have been made by the second in command (Admiral Graves) for a "general chase," that "Lord Howe, in countermanding this signal, probably judged of the state of his fleet by the condition of the *Queen Charlotte*, *Queen*, *Defence*,

"Memorandum," observes, "that when a captain should be *at a loss*, he cannot do *very wrong* if he lays his ship alongside of the enemy." In strict conformity with this doctrine, the *Belliqueux* got very roughly treated by the van of the enemy.

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and some others, more severely handled than the rest; for it is well known," adds the Admiral, "there were still a sufficient number left to have stopped the fugitives; but the responsibility was entirely his own, and it appeared to him (Lord Howe) the greater number of the British fleet were at this time so disabled, or widely separated, that they could not be detached after them." Doubtless these observations are founded on facts, nor can they be easily refuted, except through the detailed information that may be collected relative to this engagement; yet it should be remembered that if, from casualties or unforeseen occurrences in action, a commander-in-chief has not the power of making himself exactly acquainted with the state of his fleet, those officers whose ships are in a condition to chase an enemy already in flight, ought not to hesitate a moment to pursue them, or at least to ask permission to do so by signal. No officer, on such an occasion, need question the propriety of his conduct, or at all apprehend that his senior will

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view it as officious. With these sentiments, we are inclined to think the escape of the majority of the French fleet more attributable to a want of zeal on the part of some of the subordinate characters employed in the action, than to anything like "a great and *inexcusable* error on the part of Lord Howe."

The engagement next referred to is, without hesitation we pronounce it, that in which there was the finest possible field for exhibiting a knowledge of tactics, and consequently for displaying to advantage the ability and seamanship of that extraordinary man, Lord Nelson (though a junior officer), as contrasted not only with that of the "captain of the fleet," but even with that of the veteran himself who commanded. In the battle fought off Cape St. Vincent, by Sir John Jervis (afterwards Lord St. Vincent), the British, consisting of only fifteen sail of the line, were opposed to an enemy of twenty-seven in number. Here it may not be impertinent or unscientific, as a preliminary remark, to observe, that naval

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tacticians, like doctors, differ very materially as to the mode of administering to the destruction of man; and on this occasion, it will be found, the officers engaged seem to have been, as usual, equally perplexed in deciding upon the best and most effective means of accomplishing that desirable object. It is well known that, in this action, Sir John Jervis and the captain of the Fleet, Sir Robert Calder, differed in opinion as to the practicability, as well as the propriety, of effecting certain proposed evolutions, and that, after the engagement commenced, Nelson (then Commodore) thought fit to depart from the opinion of both, and struck out a very different line for himself, which was adopted by several others.*

It would appear that, by the information collected on this subject (the despatch of Lord St. Vincent being less descriptive of the action than

* Sir Thomas Troubridge, in the *Culloden*.
Captain (late Lord) Collingwood, in the *Excellent*.
Captain Frederick, in the *Blenheim*.
Captain Geo. Martin (present Sir George), in the *Irresistible*.

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its general results), that the relative positions of both fleets, when first discovered by each other, were as follow:—the Spanish fleet was standing on the starboard tack (the wind W. by S.), scattered and detached in two separate divisions, the weather part being the most numerous. The British fleet, in the order of sailing in two columns, was also standing on the starboard tack astern of the enemy, the weather division of the Spaniards on the weather bow of the British, and the lee division of the former a little on the lee bow of the latter. From the "order of sailing" in two columns, Sir John Jervis, with the "greatest celerity," formed his line of battle into one line a-head, carrying all possible sail to get between the two divisions of the enemy, so as to prevent the weather part forming a junction with their division to leeward. This he had completely effected, when both divisions of the Spaniards tacked in succession, the weather part edging away off the wind on the larboard tack, trying to get round the rear of the British (all of which

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were yet on the starboard tack): until Nelson, perceiving their intention, immediately wore round to intercept their progress,* whilst the lee divi-

* In order to render this bold manœuvre more intelligible, we subjoin the following "note relative to the proceedings of his Majesty's ship *Captain*, bearing the broad pendant of *Commodore Nelson*," supposed to be from his own pen;—"At one P.M., the *Captain* having passed the sternmost of the enemy's ships, which formed their van and part of their centre, consisting of seventeen sail of the line—they on the larboard and we on the starboard tack—the admiral made the signal to tack in succession; but, Commodore Nelson perceiving the Spanish ships all to bear up before the wind" (we beg leave to add, only the van), "or nearly so, evidently with an intention of forming their line going large, and joining their separate division, at that time engaged with some of our centre; ordered the ship to be wore, and passing between the *Diadem* and *Excellent*, at a quarter past one, was engaged with the headmost and leewardmost of the Spanish ships: namely—The *Santissima Trinidada*, of one hundred and thirty guns; *San Josef*, of one hundred and twelve guns; *Salvador del Mundo*, hundred and twelve: *San Nicholas*, of eighty; another first-rate and seventy-four, name not known. We were immediately joined and most ably supported by the *Culloden*, Captain Troubridge. The Spanish fleet trying to avoid such close fighting, hauled to the wind on the larboard tack." For near an hour did the *Culloden* and *Captain* support this appa-

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sion of the enemy were hugging the wind on the larboard tack, endeavouring to weather the van of the British. This attempt was rendered fruitless by the greater press of sail carried by the latter. In this trial of skill between the British

rently unequal contest; when the *Blenheim*, passing between us and the enemy, gave us a respite and sickened the Dons. At this time the *Salvador* and *San Isidro* dropped astern, and were engaged in a masterly style by the *Excellent*, Captain Collingwood, who compelled the *San Isidro* to hoist English colours—and it is thought the *Salvador* then struck; but Captain Collingwood, disdaining the parade of taking possession, gallantly pushed on under all sail to save his old friend and messmate, who was to appearance in a critical state; the *Blenheim* being ahead, and the *Culloden* crippled and astern. The *Excellent* ranged up within *ten feet* of the *San Nicholas*, giving her a tremendous fire. The *San Nicholas* luffing-up, the *San Josef* fell on board her, and the *Excellent* passing on for the *Santissima Trinidada*, the *Captain* resumed her station abreast of the *San Nicholas* and *San Josef*, and close alongside. At this time the *Captain* having lost her fore-topmast; not a sail, rope, or shroud left; her wheel shot away, and incapable of further service in the line or in chase; the Commodore directed Captain Miller to put the helm a-starboard, and calling for the boarders, ordered them to board."—"What followed," says Admiral Ekins, "has been frequently detailed, and is well known."

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van and the lee division of the enemy, in endeavouring to cross to windward of each other on opposite tacks, the Spaniards, failing in their attempt, were exposed to a heavy fire from a few of the leading ships of Sir John Jervis's centre, but more particularly from the *Victory*, his flag-ship. Previously, however, to this partial encounter with the lee division of the enemy, the British Admiral, intent upon making an attack upon the rear of their main body to windward, had directed his fleet, beginning with the van, to "tack in succession," pursuant to his original mode of attack. In reference to which, but more particularly in tacking at this period, in succession, Admiral Ekins makes the following judicious remark: "When we compare," says the Admiral, "the position of the fleets with the signals of the commander-in-chief, we are led to imagine that the *rear* of the enemy to *windward* was the object it was his intention to attack;" and that, after having placed himself between the weather and lee divisions of the enemy, so as to prevent their

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junction, "he might very probably have succeeded to his wishes, by cutting off many of their sternmost ships;" the Admiral, however, adds, that "the new and important events that were taking place in the rear of Sir John Jervis's line (alluding to the circumstance of Nelson's pursuing another mode of attack) "obliged him to change his intention, and hasten to support the gallant band, that with so much address had arrested the course of the wary Spaniards, in their attempt to join the others to leeward. By this judicious measure he supported and covered the attack, and secured the captures made. It may yet appear, that by *wearing* the whole line in quick succession, beginning with the *sternmost* ships, still more *might* have been accomplished." (Part II. p. 229.) There can be no question, when the British fleet passed on the starboard tack between the two divisions of the enemy, so as to prevent a junction between their main body to windward and the smaller portion to leeward, much time was lost in "tacking in succession;"

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and that the efficacy of the manœuvre here suggested by Admiral Ekins was exemplified, by the manner in which Nelson (who commanded the *Captain* in the rear) succeeded in the execution of this movement. By the minutes of the action given in Admiral Ekins' work, it appears from the length of distance the British ships had to run while on the starboard tack (thus having passed the rear of the enemy, which were on the larboard, before they could tack in succession), that considerable delay was occasioned in getting those ships into action: for the *Culloden*, the headmost ship in the line, tacked at noon; at six minutes after she was followed in this movement by the *Blenheim*, her second astern; then by the *Prince George*, *Orion*, and *Colossus*, which all tacked in succession at equal intervals of time. The *Colossus*, when "in stays," carrying away her fore and fore-topsail yards, wore immediately, and came to the wind on the larboard tack. The next in succession, being the *Victory*, tacked at thirty-three minutes past twelve. Hence, if more

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than half-an-hour elapsed in tacking those six ships in succession, a very considerable time must have been uselessly lost before the whole of the British line (fifteen in number) could have been brought round on the same tack with the enemy; nor did the *Culloden*, the leading ship of the British van, get again into action on the larboard tack, until upwards of forty minutes after she had tacked. Under these circumstances, it appears almost conclusive, that had Sir John Jervis, in the first instance, on perceiving the van of the weather division of the enemy "bore up" to get round the British rear, immediately made the signal "*to veer in succession*, beginning with the *sternmost* ship," more, as Admiral Ekins justly observes, "*might* have been accomplished."

In concluding these remarks, it becomes us, in justice to our own motives, to admit, with the Admiral quoted, that the hypothetical case, and the objections, are submitted rather as appropriate subjects for discussion and tactical inquiry, than

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as vehicles of censure or obloquy on eminent professional character.

The next general engagement to which allusion is made is that of Camperdown, an action which must excite, in every officer and seaman in the service, the utmost admiration of the British commander in this engagement. An extract is here subjoined from the Admiral's official letter, to explain the position of both fleets previous to commencing as well as ending the engagement.

"At nine o'clock in the morning of the 11th," says Admiral Duncan, "I got in sight of Captain Trollop's squadron, with the signal flying for an enemy to leeward; I immediately bore up, and made the signal for a general chase, and soon got sight of them, forming in a line on the larboard tack to receive us; the wind at N.W. As we approached, I made the signal to shorten sail, to connect the squadron: soon after I saw the land between Camperdown and Egmont, about nine miles to leeward of the enemy; and, finding

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there was no time to be lost in making the attack, I made the signal to bear up, break the enemy's line, and engage them to leeward, each ship her opponent, by which I got between them and the land, whither they were fast approaching. My signals were obeyed with great promptitude; and Vice-Admiral Onslow, in the *Monarch*, bore down upon the enemy's rear in the most gallant manner, his division following his example: and the action commenced about forty minutes past twelve o'clock.

"The *Venerable* soon got through the enemy's line, and I began a close action, with my division on their van, which lasted near two hours and a half; when I observed all the masts of the Dutch Admiral's ship go by the board. She was however defended for some time in a most gallant manner, but being overpressed by numbers, her colours were struck, and Admiral De Winter was soon brought on board the *Venerable*. On looking round me, I observed the ship bearing the Vice-Admiral's flag was also dismasted, and had sur-

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rendered to Vice-Admiral Onslow, and that many others had struck.

"Finding that we were in nine fathom water, and not further than four miles from the land, my attention was so much taken up in getting the heads of the disabled ships off shore, that I was not able to distinguish the number of ships captured; and, the wind having been constantly on the land since, we have unavoidably been much dispersed, so that I have not been able to gain an exact account of them; but we have taken possession of eight or nine—more of them had struck," &c.

In this hard and well-contested battle the hostile fleets were equal in numerical force, there being exactly on both sides sixteen sail of the line, which were all intended by both Admirals to have fully contributed their proportionate share in the struggle. By the preceding extract from Admiral Duncan's despatch, we are led to infer the Admiral availed himself of no other advantage, as to tactics, but that of breaking through the enemy's

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line, each ship attacking her opponent to leeward. This was effected with facility, from the circumstance of the British possessing the weather-gage, whilst it answered the double purpose of striking terror into the enemy, as well as probably preventing their ultimate escape, by getting the British fleet between them and the land. It, however, may be asked, why the British Admiral preferred this mode of attack to that of bringing his whole force to bear upon a part of the enemy's line? To this objection there are two distinct answers. In the first place, the ships which composed the British fleet were not only of a very inferior order, dull sailers, and very unmanageable, but were also very indifferently manned, and by no means calculated to perform with precision those evolutions which an expert tactician might have deemed expedient, for the purpose of doubling on the enemy's line; and, in the next place, as it appears by Lord Duncan's despatch, his principal object was to get between the entire of the enemy's fleet and

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the land, so as to prevent the possibility of any part of them escaping to leeward. Had the Admiral's intentions been strictly fulfilled, and each ship of the British placed herself close alongside, to leeward, of her opponent in the line, thus following the example of their leaders, not a single ship of the Dutch would have escaped: whereas, it appears, that the part of the enemy's fleet (namely the centre) which was not immediately attacked by either of the British Admirals, escaped into port. Thus, the maxim strictly holds, that the tactics alone of the chief in command can avail little in action, unless accompanied by promptitude and intrepidity in all concerned in the conflict.*

* One of the Rear-Admiral's critical contributors makes the following raking remark on this remissness in individuals:—"Had his fleet (Lord Duncan's) been composed of the same materials as Lord St. Vincent's, every Dutch ship would have been taken. Had all the ships followed the example of their chief, such must have been the result." As the truth of this assertion cannot be questioned, it must be regretted that the conduct of any individual should have tarnished the lustre of so decisive and glorious a victory.

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In reference, however, to the general mode of attack adopted by Lord Duncan in this battle, we may conscientiously acquiesce in the compliment paid him:—"Too much credit cannot be given to the British Admiral, for his promptitude and decision upon seeing the Dutch fleet, as he took immediately the most effectual mode of capturing or destroying it."—"The British Admiral soon perceived that if he waited to form his line" (the enemy drawing fast in with the land) "there would be no action." He therefore made the signal to make all sail, break the line, and engage the enemy to leeward, and for "*close action*," which last signal flew until it was *shot* away. "If further proof," says Admiral Ekins, "of the superior efficacy of such a mode of attack be wanting, it is to be found not only in the manly declaration of the gallant Dutchman, but also in the honourable testimony of the great Nelson, who, although not acquainted with Lord Duncan, after the battle of the Nile, wrote to him to tell him how "*he had profited by his*

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example!' De Winter said, "Your not waiting to form the line ruined me; if I had got nearer the shore, and you had attacked, I should have probably drawn both fleets on it, and it would have been a victory to me, being on my own coast." It should be observed, that the mode of attack adopted by Lord Duncan at Camperdown, and that pursued by Nelson at the Nile, bear no resemblance to each other, in a variety of respects. Nelson, with a characteristic generosity which always led him to acknowledge in the highest terms the merits of a rival, seized this opportunity to compliment his senior in arms. Yet, perhaps, few battles more essentially differed than those of the Nile and Camperdown, as respected both the tactics of the assailants and the mode of defence resorted to: Camperdown being fought at sea, where Duncan broke through all parts of the enemy's line from to windward; whilst the other, being an action decided with an enemy at anchor, was consequently fought under very different circum-

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stances. At the Nile, the French fleet were formed in a strong line of battle, riding head to wind at single anchor; when Nelson doubled on, and overpowered their van and centre before they could receive any relief from the rear. Hence, when Nelson complimented Lord Duncan, by declaring "he had *profited* by his example," it is to be presumed, the example was more in the promptitude and decision displayed by the latter at Camperdown, than in any novelty in the mode of attack practised on that occasion, which might have afforded to Nelson fresh lights on the subject of tactics.

In the concluding remarks upon this battle, Admiral Ekins observes, that "more was accomplished, in proportion to its *means*, than in any naval engagement of modern times; a circumstance in the highest degree honourable to the character and conduct of the great departed chief, and *those who so bravely supported him*." We agree to a certain extent with the Admiral, though, to make this compliment consistent with

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his previous "Remark," we have taken the liberty to use Italics in the latter part of his encomium.

The next action in point of time is that of the Nile, a battle not less important in its results, than at that period novel in its nature, from the circumstance of its being the only general and decisive engagement during the French revolutionary war fought at anchor.

The accounts given by the Admiral of this battle, are partially taken from Lord Nelson's official despatch, and the narrative of officers who participated in its glory; but more particularly from a descriptive letter written on the occasion by the late Sir Samuel Hood to Lord Bridport, containing "new and interesting details of the action." The Admiral has illustrated this battle with four distinct diagrams, shewing the advance of the British squadron, and its various positions at different periods of the action. It is, however, to be regretted that his illustrative plates are not sufficiently clear, so as to explain the method adopted by the British in "bringing-up" their

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ships, or, to be more explicit, the manner in which they each anchored alongside the enemy upon the occasion. We mention this, because it is material that the "professional readers of the junior classes" should clearly understand a point in tactics so important, embracing more than a common-place knowledge of seamanship, in taking up with promptitude, precision, and nicety, so delicate a position.* The diagrams would have more intelligibly explained the subject and its difficulties, had it occurred to the draughtsman that ships could not be anchored without cables. In the Admiral's plates, this omission leaves the reader altogether at sea, whether the ships of both

* Sir Samuel Hood's letter throws an additional light on the nicety required in effecting this manœuvre:—"Captain Foley," says Sir Samuel, "(in the *Goliah*), intended anchoring abreast of the van-ship; but his sheet-anchor, the cable being out of the stern-port, not dropping the moment he wished it, he brought up abreast of the second, having given the van one his fire. I saw immediately he had failed of his intention—cut away the *Zealous's* sheet-anchor, and came to in the exact situation Captain Foley meant to have taken."

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the British and the enemy were fast "by the head" or the stern.

Of Nelson, it may be observed, that it was a leading principle with him, to adopt that part of Clerk's system of tactics, which decides on the expediency of the attacking fleet bringing, if not its whole force, the greater part, to bear upon a particular point of the enemy's line. By a reference to Admiral Ekins' description of the Battle of the Nile, it will be seen how strictly he adhered to this principle when the enemy were discovered in Aboukir Bay. Sir Horatio instantly directed his course towards them, and found them at anchor, in a line extending from N.W. to S.E. They were at single anchor, with springs on their cables, and riding head to wind, which was from the N.W. To approach them it was necessary to sail round an island, and a reef projecting from it, to the distance of several miles from the point on which the small fort of Aboukir stands. The wind was perfectly fair; but, unfortunately, in rounding the reef, the *Culloden*, the leading ship,

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ran aground, and could not be got at all into action.

"After this accident, Nelson found himself with ten ships only (three having fallen very much astern) to fight thirteen of the enemy, and several of these of superior force to any of his.

"The island, also, fortified with mortars and some heavy guns, was to be passed; yet he determined on an immediate attack, and made the signal to attack the van and centre of the enemy. It was near six in the evening when he closed with them.* About half the ships got between the enemy and the shore, either by *cutting* through their line, or by sailing round the head of it; and the rest attacked on the outside. All dropped their anchors close in front† of their opponents: by this disposition, some of the French line were doubled on, and all that were engaged on the

* The action was fought August 1st, 1798.

† It is to be presumed, that those of the British ships which took up positions abreast of their opponents, anchored by the stern.

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land side were taken unprepared. The *Zealous* fired three broadsides before a gun was returned from that side,*.

"The enemy began firing as soon as our ships came within shot. The *Zealous* dismasted the *Guerrier* (French van ship) with three broadsides, and completely beat her in five minutes.

"The six headmost ships were taken possession of the first night, and *L'Orient* blew up."

From these details, it is evident that Nelson evinced as great a knowledge of tactics as of seamanship.

The position of defence occupied by the French had been deemed previously impregnable by their chief. It was not until it was too late that he perceived the error he had committed, in exposing his van to so formidable an attack, without its being able to receive any timely support from his rear. It is true, some of his ships had taken the

* This explanation is very defective: Sir Samuel Hood means, before a gun was fired from the landward or larboard side of the ship opposed or alongside of the *Zealous*.

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precaution to put "springs on their cables;" but, in all probability, from the acuteness of their angles, they became totally useless. But Nelson left nothing unprovided for, as may be more clearly perceived by consulting the French account of the battle.* His superior skill consisted, not so much in *forcing* the enemy to fight, which they, being at anchor, and "embayed," could not avoid if he chose to break in amongst them, but in bringing his force to bear principally upon their van and centre. Had he indiscriminately made a general attack on the whole French line (in

* "All the van," says a French writer, "were attacked on both sides by the enemy, who ranged close along our line; they had each an anchor out astern, which facilitated their motions, and enabled them to place themselves in a most advantageous position, &c."

"At nine o'clock the ships in the van slackened their fire, and soon after it totally ceased; and, with infinite sorrow, we supposed they had surrendered. They were dismasted soon after the action began, and so damaged, it is to be presumed, they could not hold out against an enemy so superior by *an advantageous position*, in *placing several* ships against one, &c."—*French account.*

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which case the character of the engagement would, as Admiral Ekins before insinuates, have more resembled that of "Camperdown," but still only in this respect, the probabilities are, that the results of the victory would not have been so decisive, and that in an over-anxiety by this means to render the capture of the whole certain, a greater number might have escaped.

The highest testimonial of the merit of the commander, and the superiority of his tactics in the action, will be found in the simple recorded fact, that of a hostile fleet of thirteen sail of the line and four frigates, only two sail of the line and two frigates escaped.*

The battle of Trafalgar, though it stands on the highest pinnacle of fame as to its results, continues even now a subject of curious investi-

* The opinion of sailors as to this action may be collected from a favourite couplet with Jack, who very frequently can chaunt no other stanza of the whole song:—

"The battle of the Nile
Stands foremost of the file."

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gation to eminent tacticians, who are far from entertaining similar sentiments as to the tactics of Lord Nelson, more particularly in his mode of closing with the enemy. One of the best writers on this subject has, in his observations, taken up as a principle that which the very authorities he consults might have convinced him was erroneous. The attempt he makes to illustrate, by a plate,* the early circumstances of this battle, more particularly Lord Nelson's mode of bringing his fleet into action, naturally creates a doubt in the reader's mind as to the general accuracy of his reasoning or remarks, throughout the many pages and diagrams which he has devoted to the subject.

"By a representation," he says, "of the plan of the attack, given in the fourteenth volume of the 'Naval Chronicle,' and said to be copied from a drawing in the possession of the Lords Commissioners of the Admiralty, it is shewn that the British fleet bore down (as the letter

* See plate 28, part II. of Ekins' "Naval Battles."

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expresses it) in two columns, led by the flag-officers respectively. The advanced squadron (had there been one) was intended to have cut through more towards the van, but at all events to secure the capture or destruction of the commander-in-chief—on whom, and the rear, their principal efforts were to be directed; and, supposing the enemy's force to have consisted of forty-six sail of the line, 'twenty of them were to be left untouched;'* that is, until those that were the first object had been properly accounted for."

"Whatever degree of credit," adds the admiral, "the above plan may be entitled to, backed as it is by the vice-admiral's letter, it is well known to all the captains of that fleet, that the plan of attack from to *windward* was, by previous concert, to have been of a different and still more formidable nature; for, as the order of sailing was the order of battle, and the enemy seen to leeward, the commander-in-chief, in that

* *Vide* Lord Nelson's Memorandum, page 99.

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case, 'would bring the British fleet nearly within gun-shot of the enemy's centre, and the signal, most probably, then be made for the lee-division to *bear-up together*, to set all sails, and even steering sails.'"*—"The secret memorandum," says the Admiral, "will best explain his Lordship's (Lord Nelson's) intentions, and remove the doubt." The secret memorandum certainly explains best the previous intentions of his Lordship, but by no means "removes the doubt" as to the mode of attack actually pursued by the British.

However, upon the strength of this "secret memorandum," the Rear-Admiral ventures "to give," or, more properly speaking, to describe the approach to the attack, as in figure first, plate twenty-eight, *i. e.* "the lee-division" of the British "*bearing-up together*, followed soon after by the centre: the fleet originally formed in the order of sailing upon a wind on the larboard tack; the enemy formed in close line, convexing to leeward,

* *Vide* Memorandum.

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head to the northward."—"This," says the Admiral, "must be considered as the preconcerted plan of attack; but that it *may have deviated* from the exact design, from circumstances to which events of this nature are always liable, it is easy to believe; and it will be particularly apparent to sea officers: for, supposing a line, like that of Lord Collingwood's, of fifteen ships all in their stations, when the signal to bear up together should be made; and supposing the signal to be obeyed with equal alacrity by all, yet the different rates of sailing in them will soon be conspicuous, and the advantages of some over others neither to be reckoned upon nor accounted for, they will consequently be found to tail away, as in figure second." This is all so far true, and, as hypothetical reasoning, may be considered conclusive; but this "tailing away" does not exactly tally with either the tale of Lord Collingwood* or some of

* Extract from Lord Collingwood's letter:—"The enemy was discovered six or seven miles to the eastward (off Cape Trafalgar), the wind about west, and very light. The commander-in-chief

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his tars. What says an intelligent officer, whom Admiral E. by-the-bye, quotes as an "eye-witness of what he has so ably related?" "If," says this officer, "the regular plan of attack had been adhered to, the English fleet *should* have *borne-up*

immediately made the signal for the fleet to *bear-up in two columns*, as they are formed in order of sailing; a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner.

"The enemy's line consisting of thirty-three ships (of which eighteen were French and fifteen Spanish), &c. &c., wore with their heads to the northward, and formed their line of battle with great closeness and correctness; but as the *mode of attack* was *unusual*, so the structure of their line was new: it formed a *crescent* convexing to leeward, so that in leading down to their centre, I had both their van and rear abaft the beam.

"The commander-in-chief, in the *Victory*, led the weather *column*; and the *Royal Sovereign*, which bore my flag, the lee. The action began at twelve o'clock by the *leading* ships of the *columns* breaking through the enemy's line: the commander-in-chief about the tenth ship from the van: the second in command about the twelfth from the rear, leaving the van of the enemy unoccupied: the *succeeding ships* breaking through in all parts *astern* of their *leaders*, and engaging the enemy at the muzzles of their guns."

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together, and sailed in a *line abreast* in their respective divisions until they arrived up with the enemy. Thus the plan which consideration had matured *would* have been executed, than which perhaps nothing could be better: the victory would have been more speedily decided, and the brunt of the action would have been more equally felt. With the exception of the *Britannia*, *Dreadnought*, and *Prince*, the body of the fleet sailed very equally; and, I have no doubt, could have been brought into action simultaneously with their leaders. This being granted, there was no time gained by *attacking* (*i. e.* approaching the enemy) *in a line ahead*, the only reason I could suppose that occasioned the *change*."* The *change*, from the preconcerted mode of attack, is here actually admitted by one of the rear-admiral's correspondents. However, this matter has been so completely set at rest by an anonymous writer, that it would be injustice to so much ingenuity and candour not to give his remarks a

* Ekins, page 237.

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place here;—" That the mode of approach differed materially from what is represented and assumed by Rear-Admiral Ekins, is apparent for the following reasons:—First, the positions in the plan, copied from one drawn by the French captain, Magendie, of the *Bucentaur*, and presented to the Admiralty, is entitled to credit for its accuracy, from its being supported by the following expressions in Lord Collingwood's letter:—'The Commander-in-chief immediately made the signal for the fleet to bear up in *two columns*, as they formed in the order of sailing; a mode of attack his Lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the *usual manner*.' Second, that the columns or divisions of the fleet did not bear down together in line abreast, as Rear-Admiral Ekins supposes, but in two columns, as in the order of sailing, nearly the ships in the wakes of each other, till they reached within gun shot of the enemy, when they cut through their line in different directions. This order of approach could

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not, however, be uniformly preserved, as some of the worst-sailing ships were abreast of others, endeavouring to get into their respective stations, as represented in the plan referred to in possession of the Admiralty. Third, that had the two divisions bore up together in line abreast, as represented by the Rear-Admiral, the ships would have got simultaneously, or nearly at the same time, into action; or rather, the rear ships of the lee-line, as having a shorter distance to run, would be sooner in action with the enemy's rear ships, forming the cusp or horn of the crescent, than the *Royal Sovereign*, the leading ship, or those immediately nearest her, in going to the centre or concave part of the crescent. This is obvious on inspecting the positions of approach exhibited by the Rear-Admiral. Besides, extracts from the different ships' log-books, or even taking the extracts from the *Bellerophon's* log, which he inserts at page 284, will prove that his position of approach is not so correct as the one alluded to in possession of the Admiralty. This log states,

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'at day-light saw the enemy's fleet E.N.E.; answered the signal (72), to form the order of sailing (*i. e.* in two columns), and (76) *to bear up and sail large* with *compass signal east*,' (that is to say, steer that particular point): 'cleared for action—answered (63) with preparation after close of day' (to prepare to anchor after day). 'At eleven answered (88) 'general,' from *Royal Sovereign*, to make more sail. At ten minutes past noon, the *Royal Sovereign* opened her fire on the enemy's centre: at twenty minutes past noon, the *Royal Sovereign* broke through the enemy's line, astern of a Spanish three-decker, and engaged to leeward, being followed by the *Mars*, *Belleisle*, and *Tonnant*, who engaged their respective opponents. At thirty minutes past noon, engaged* on both sides, in passing through the enemy's line, astern of a Spanish two-decker.'

"The *Bellerophon* having remained some time foul of the French seventy-four *l'Aigle*, the log, after mentioning the ship's damages, and the

* *Bellerophon* engaged on both sides.

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death of Captain Cook and the master, goes on to state, 'at 1. h. 40'. *l'Aigle* dropped to leeward, under a raking fire from us as she fell off; our ship at this time being unmanageable from ropes being shot away. At 1. 45'. *l'Aigle* was engaged by *Defiance*—at 2. 5'. she struck.'

"Hence it is obvious, that the British ships in column came successively into action at short intervals of time, and not simultaneously; for the time between the *Royal Sovereign* breaking the line, and the *Bellerophon* was, by log, ten minutes: the exact time of the *Defiance* passing through the line, she being the tenth or eleventh ship in the rear of the *Royal Sovereign*, is not mentioned; yet were it half an hour before she appears to have engaged the *l'Aigle*, it would make the time more than three quarters of an hour after the *Royal Sovereign* had passed through the line. It is further confirmed by the movements of the weather column led by Nelson, that the approach to the enemy was in the position of the respective ships, bearing down nearly in the wakes

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of their leaders. The *Victory* first broke through the line, and was followed in the same direction by the *Temeraire* and *Neptune*, and the other ships of the column, on coming up, breaking through in several directions ahead or astern. 'The action,' says Lord Collingwood, 'began at twelve o'clock by the leading ships of the columns breaking through the enemy's line: the Commander-in-chief about the tenth ship from the van, the second in command about the twelfth from the rear, leaving the van of the enemy unoccupied; *the succeeding ships breaking through in all parts astern of their leaders*, and engaging the enemy at the muzzle of their guns.' This was what, in the words of Lord Collingwood, constituted the British mode of attack, '*as unusual* as the structure of the enemy's line was *new*.' Had the British *bore up together* in line abreast to approach the enemy, it would have resembled the modes adopted by Lords Howe and Duncan, in June 1794, and October 1797, and could not, under such circumstances, be termed *unusual*."

These arguments, so strongly supported by con-

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firmatory facts, when compared with the conjectures and speculative opinions of the rear-admiral, relative to the probable mode of attack pursued by the British upon this memorable day, must obviously appear to the professional reader clear, convincing, and conclusive. In justice, however, even to the Admiral, it is only fair to infer, that from the circumstance of his often citing authorities so totally at variance with his own upon this part of the subject, that he is not altogether satisfied himself with his own inference upon the point at issue.* Yet, after all, some of the ablest of the contributors to Admiral Ekins' work have expressed themselves in terms very decidedly at variance with each other on the tactics of our immortal hero at Trafalgar, more particularly his mode of bringing the fleet into action.

To possess the reader of their opinions, which, in some features, are both respectable in point of reasoning, and valuable for the practical know-

* *Vide* a letter received in a *printed* form from Admiral Ekins, since the publication of the first Edition. It is subjoined at the end of this chapter.

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ledge they display, a few extracts are subjoined, which may prove that, though it would be unfair to trace in any the spirit of Zoilus, still, in the present age of research, literary ambition, contempt of prejudice and freedom of thought, the *clarum et venerabile nomen* of the most distinguished naval chieftain will not shield his memory from the shafts of censure, nor the proud results of the most important victory ever achieved atone, in the eye of the critic, for an error in tactics.

ANONYMOUS REMARK.

"The mode of attack, adopted with such success in the Trefalgar action, appears to me," says the writer, "to have succeeded from the enthusiasm inspired throughout the British fleet, from their being commanded by their beloved Nelson; from the gallant conduct of the leaders of the two divisions; from the individual exertions of each ship after the attack commenced, and the superior practice of the guns in the English fleet.

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"It was successful, also, from the consternation spread through the combined fleet on finding the British so much stronger than was expected; from the astonishing and rapid destruction which followed the attack of the leaders, witnessed by the whole of the hostile fleets—inspiring the one and dispiriting the other; and from the loss of the admiral's ship early in the action.

"The disadvantages of this mode of attack" (alluding to the attack made by the British formed in two columns, from to *windward*) "appear to consist in bringing forward the attacking force in a manner so leisurely and alternately, that an enemy of equal spirit, and equal ability in seamanship and gunnery, would have annihilated the ships one after another in detail, carried slowly on as they were by a heavy swell and light airs.

"At the distance of one mile, five ships, at half a cable's length apart, might direct their broadsides effectively against the head of the division for seven minutes, supposing the rate of sailing to have been four miles an hour; and, within the

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distance of half a mile, three ships would do the same for seven minutes more, before the attacking ship could fire a gun in her defence.

"It is to be observed that, although the headmost ship does certainly, in a great measure, cover the hulls of those astern, yet great injury is done to the masts and yards of the whole, by the fire directed against the leader; and that, if these ships are foiled in their attempt to cut through the enemy's line, or to run on board of them, they are placed, for the most part, *hors de combat* for the rest of the action.

"Or should it fall calm, or the wind materially decrease about the moment of attack, the van ships must be sacrificed before the rear could possibly come to their assistance.

"In proceeding to the attack of the 21st of October, the weather was exactly such as might have caused this dilemma, as the sternmost ships of the British were six or seven miles distant. By the mode of attacking in detail, and the manner in which the combined fleet was drawn up to

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receive it, instead of doubling on the enemy, the British were, on that day, themselves doubled and trebled on; and the advantage of applying an overwhelming force collectively, it would seem, was totally lost.

"The *Victory*, *Temeraire*, *Sovereign*, *Belleisle*, *Mars*, *Colossus* and *Bellerophon*, were placed in such situations on the onset, that nothing but the most heroic gallantry, and practical skill at their guns, could have extricated them.

"If the enemy's vessels had closed up as they ought to have done, from van to rear, and possessed a nearer equality in active courage" (aye, there's the rub!), "it is my opinion, that even British skill and British gallantry could not have availed.

"The position of the combined fleet, at one time, was precisely that in which the British were desirous of being placed; namely, to have part of an opposing fleet doubled on, and separated from the main body."

After speaking of the passive gallantry dis-

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played by the French admiral, with his little skill in manœuvring, the writer adds, "It may appear presumptuous thus to have questioned the propriety of the Trafalgar attack; but it is only just to point out the advantages and disadvantages of every means that may be used for the attainment of great results, that the probabilities and existing circumstances may be well weighed before such means are applied. A plan, to be entirely correct, must be suited to all cases. If its infallibility is not thus established, there can be no impropriety in pointing out the errors and dangers to which it is exposed, for the benefit of others.

"Our heroic and lamented chief knew his means, and the power he had to deal with; he also knew the means he adopted were sufficient for the occasion, and that sufficed.

"The Trafalgar attack might be followed under different circumstances, and have a different result: it is right, therefore, to discuss its merits and demerits. It cannot take one atom from the fame of the departed hero, whose life

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was one continued scene of original ability and of superior action."

ANONYMOUS REMARK.

"In one principal thing," says the writer, "I must beg leave to differ from Mr. Clerk, who lays great stress on the preference to the *leeward* position; whereas, I am fully persuaded, that the *weather-gage* has advantages that must preponderate. The principal reasons I have to offer, in support of my opinion, are these:—By being to windward, you can always choose your distance of engaging, and there is nothing equal to close work; and, if your enemy chooses his distance, I have always found him fond of long bowls, thereby crippling you, and then making off himself with his usual gasconade. But, by bearing plump down, and passing through his line, and raking him as you do so, then pelting him close on his lee-side, you strike a panic into him that he cannot easily recover. Another material point, not unworthy of notice, is, I have always

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observed, on boarding a captured ship, that their decks are never so clear as with us, consequently much confusion must ensue: as by this manœuvre, they are in some degree taken by surprise, and the result of confusion always proves fatal, particularly in great matters. I am borne out in this opinion by the events which were experienced in both Lord Nelson's actions, of the Nile and Cape Trafalgar. Had Lord Rodney pursued the same system, it is probable his victory would have been more splendid. I am willing to allow, that many circumstances may occur, when it might not be altogether feasible to commence a battle in this way; but, as there are numerous circumstances, such as light or variable winds, lee-shores, shoal water, &c. a Commander-in-chief often has a choice of difficulties: and fortunate it will be for his country, if he be so happy as to possess presence of mind to use and find resources as emergencies present themselves; for I know no subject which embraces a greater variety, in all its bearings, than that of sea-

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fights; and it may be a useful reflection to bear in mind, that all the achievements of the renowned Nelson were owing to the felicity he displayed in the manner of his attacks, which were always of a novel and unexpected kind—to which may be attributed the splendour of his victories. If any thing else be necessary to add lustre to his memory or mark his zeal, it is that, with his dying breath, he recommended his successor to anchor the fleet:* indicating a presentiment of the violent gale which succeeded. Had the advice been followed, it is most likely that most, if not all the prizes, would have been saved."

EXTRACTS FROM LORD NELSON'S LAST INSTRUCTIONS TO HIS FLEET OFF TRAFALGAR.

(Memorandum.)

"Thinking it almost impossible to bring a fleet of forty sail of the line into line of battle

* At Trafalgar.

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in variable winds, thick weather, and other circumstances which must occur, without such a loss of time, that the opportunity would probably be lost of bringing the enemy to battle in such a manner as to make the business decisive, I have, therefore, made up my mind to keep the fleet in that position of sailing (with the exception of the first and second), that the order of sailing is the order of battle; placing the fleet in two lines of sixteen ships each, with an advanced squadron of eight of the fastest sailing two-decked ships; which will always make, if wanted, a line of twenty-four sail on which ever line the commander-in-chief may direct. The Second in command will, after my intentions are made known to him, leave the entire direction of his line, to make the attack upon the enemy, and to follow up the blow until they are captured or destroyed.

"If the enemy's fleet should be seen to windward in line of battle, and that the two lines and the advanced squadron can fetch them, they will

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probably be so extended, that their van could not succour their rear. I should, therefore, probably make the second-in-command a signal to lead through about the twelfth ship from their rear, &c. &c.

" The whole impression of the British fleet must be to overpower from two to three ships a-head of their Commander-in-Chief, supposed to be in the centre, to the rear of their fleet. I will suppose twenty sail of the enemy's line untouched: it must be some time before they could perform a manœuvre to bring their force compact, to attack any part of the British fleet engaged, or to succour their own ships, which, indeed, would be impossible, without mixing with the ships engaged. The enemy's fleet is supposed to consist of forty-six sail of the line—British fleet of forty: if either is less, only a proportionate number of the enemy's ships are to be cut-off. Something must be left to chance; nothing is sure in a sea-fight, above all others: shot will carry away the masts and yards of friends as well as foes; but

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I look with confidence to a victory before their van could succour the rear. The Second in command will, in all possible things, direct the movements of his line, by keeping them as compact as the nature of the circumstances will admit. Captains are to look to their particular line as their rallying point; *but, in case signals can neither be seen nor perfectly understood, no Captain can do very wrong if he places his ship alongside that of an enemy.*

"The divisions of the British fleet will be brought nearly within gun-shot of the enemy's centre. The signal will most probably then be made for the lee-line to bear up together, to set all their sails, even steering-sails, &c. &c."

In justice to the sentiments of an officer whose pages have afforded us much interesting details on the subject of Tactics, and who we think groundlessly imagines we have mistaken him in this chapter, we have annexed an explanatory

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letter of Admiral Ekins, which just reached us in time for insertion in the second edition. Having fought over with the gallant Admiral most of the memorable battles of Great Britain, we confess ourselves unwilling to re-commence operations as to personal differences of opinion with an officer, our superior in rank—we might add, without flattery, of superior attainments. The letter, which is highly complimentary, and for which we take this opportunity to return our acknowledgments, is solely intelligible by, and addressed to the capacity of nautical men, and is merely explanatory of that writer's observations and sentiments relative to the Battle of Trafalgar:—

A LETTER *to the* UNKNOWN AUTHOR *of the* "NAVAL SKETCH BOOK," *from* CHARLES EKINS, *Rear Admiral.*

"SIR,—BY your liberal, and I may add, just and seamanlike criticism of the "Naval Battles," I am sorry to find, that I have been misunderstood on a part of the subject, upon which, of all others, it was my wish

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and intention to be clear; namely, my "*observations*" on the Battle of Trafalgar.

"In as few words as may present themselves, wherein to convey my meaning, I will endeavour to explain myself; and trust that I shall be able, not only to remove every thing like obscurity that I may have thrown around it, but I shall hope to prove, that as I could not presume to question the statement of Lord Collingwood, I could have had no design in giving a misrepresentation of it.

"Now to the point. When the *actual mode of attack differed* so *essentially* from that which we *knew* to be the *preconcerted one*, and which *latter* was certainly of a much more formidable character, it was natural that a *doubt should* arise, either as to the meaning or construction given to the plan, or to the reality of its existence; but which latter the production of the document itself *removes*.

"That the fleet should, notwithstanding, afterwards bear down in two *lines ahead*, proved that the original intention had been departed from; the Commander in Chief, as Lord Collingwood expresses it, having made the signal to bear up "*in column*." Of modes of bear-

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ing up, I never before heard of but two—namely, *together*, and in *succession*—this *latter* mode must have been that which was adopted upon this occasion, as the ships followed their leaders in the wake of each other, going before the wind.

"This was at once to depart from the mode described and enjoined in the "secret memorandum," nor is the departure accounted for by any thing which has hitherto reached my ears respecting the battle: uninformed as I am, I am more inclined to ascribe the circumstance, either to the nature of the signal made, or from the construction it bore to the fleet at large—but not from any change in the mind of the Chief. Ambiguity in signals at such a time is much to be regretted; the signals made as given by the *Bellerophon's log*, and the constructive meanings assigned to them, are questions upon which I am not called upon to speak; all other authorities I have seen describe the signal to have been "*to bear up in two lines.*" Now, Sir, you well know that these might have been lines *abreast* as well as *ahead*, to be formed only by a different mode of putting it into execution—the one forming the line ahead, as in the attack of Trafalgar, and the

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other the line abreast, as directed in the secret memorandum.

" It is there said, that *the* order of sailing was to be the order of battle: it is my opinion that *the* order of sailing was departed from, when the divisions bore up in *succession* to form the two *columns of attack;* and that *the* order of sailing, as directed by the Chief, would have been *preserved,* by bearing up *together;* and that both "*delay and inconvenience*" would have been better "*avoided*" by a strict adherence to its injunctions. But this apart.

" It never was my intention to deny that the ships bore down in succession; and what has been taken for *actual description* in the commencement of my remarks, was merely an attempt to reconcile the fact with what was, as I first supposed to be the case, a strict adherence of the plan laid down, and to show the aberrations to which such a mode of approach was liable.

" As from misinformation or conjecture I had treated other battles in a similar way; namely, those of Lord Hotham off Genoa, the retreat of Admiral Cornwallis, the battles of Earl St. Vincent, Sir J. Warren, and Sir Robert Calder (the latter of which is formed almost

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entirely from conjecture), I did not anticipate any misunderstanding of my mode of reasoning upon that of Trafalgar; nor shall I regret that I have been so misunderstood, since the circumstance has led to much able criticism on your part, and rendered necessary an explanation on mine.

"While the 'Authentic Memorial of an Eye-Witness,' remains of the transactions of both fleets on that important and glorious day, I am little anxious about the surmises which may be formed upon the hypothetical reasoning in which I may incautiously have indulged.

"I have the honour to be, Sir,

"Your very obedient humble servant,

"CHARLES EKINS,

"Rear-Admiral."

"*Bishopsteignton, Chudleigh, Jan. 30th,* 1826."

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JACK'S ECCENTRICITIES.

(ENCORE.)

" SWAYING AWAY ON ALL TOP-ROPES."

'Tis said that shrewd royal wag, Charles II, who excelled even his own merry men in epigrammatic point, or turning a *bon-mot*, good humouredly observed, that " Sailors got their money like horses, and spent it like asses! " Jack, certainly, on all occasions is ready with his "rhino," and though ingeniously contriving wings to aid it in its flight, he appears to labour under constant apprehension that his money will never fly fast enough. He buys every thing he comes athwart in his cruize, or whatever first " brings him up."—Whether gew-gaws, or flying gear for Poll, ginger-bread, a " turnip" (alias a watch), a

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black barcelona, a monkey, or a bladder of gin. Forgetful of the past, as heedless of the future, he "sways away on all top-ropes, while his cry, like the "running accompaniment," when veering out a warp is, "*pay-and-go*," till brought up by the bare end, or he runs his reckoning clean out to the clinch.

The following anecdote is peculiarly characteristic of a tar of this stamp:—

"When the gallant Sir Edward Hamilton commanded the *Surprise*, one of her seamen, after receiving, at Plymouth, pay and prize-money for that and other ships to the amount of nearly £80, obtained a personal* interview on the quarter-deck with his Captain, in the hope of prevailing on him to grant him a fortnight's liberty on shore. Sir Edward, who had always been in the habit of indulging his crew with at least twenty-four hours' leave whenever the duty of the ship would permit, became, naturally, curious to ascer-

* In cases of ordinary leave, the sailor usually applies to the First Lieutenant.

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tain the reason of the man's pressing solicitude. Jack, in his usual round-about way, thus broached the business:—

" ' Please, Sir, as I've always done my duty like a man, I hope there's never no offence in axing a bit of a favour. I've been a good while in the sarvice, Sir, worked hard for it, and I think its no more nor now and then a good man may look to.'—' Well, my man,' says Sir Edward, ' what is it you require ?'—' Liberty, i' you please, Sir, to go ashore.'—' Oh, if *that's* all,' rejoined Sir Edward, ' you'd better apply to the First Lieutenant.'—' Yes, Sir,' says *Jack*; ' but I want a fortnight i' you please, Sir.'—' A fortnight !' exclaimed Sir Edward; ' why, my man, before that time elapses, the ship will be at sea. You want to go see your friends, I suppose ?'—' No, Sir, I've *no* friends, thank God ! but you know, Sir, when a man gets a bit of money, he ought to have a little time to spend it.'—' Oh, come, if that's all,' says Sir Edward, ' you shall have plenty of time for that purpose; will a week do ?' *Jack* paused, and looked thoughtful for a moment, but soon

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brightened up. 'Well, Sir, I'll try what I can do—must only work double tides—get an extry watch or so—take three or four more fidlers in tow nor I intended—a couple of extry coaches for my *she*-messmates, 'sides one for Poll and one for myself; and if it comes to the *worst* I must only get *another* for my *hat!*' "

"THE BOATSWAIN BOLD."

THE anecdote which follows may explain, in some degree, how much, even in situations the most trying and alarming, our sailors are influenced by imagination or whim. It is well known, that when a ship comes into port, the clerk of the cheque repairs on board, for the purpose of mustering the crew. The men collect *en masse* on the fore-part of the quarter-deck, and are each called aft by name. To facilitate their approach through the crowd, the boatswain shouts aloud, on each man's name being called, "Yeo-hoy! make a lane there!"

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In the late war, *La Guêpe*, a French eighteen-gun-brig, lying at anchor in Ferrol, was attacked by the boats of the *Renown* in two detachments, the first of which soon got possession of her quarter-deck. The crew of the Frenchman was thus driven forward, where they continued obstinately to maintain the combat. Owing to this circumstance, the boats despatched to board her on the bow were repulsed in attempting to perform this duty: the boatswain alone was enabled to get a footing on the forecastle, where, finding himself single and unsupported, and perceiving his shipmates in possession of the other extremity of the vessel, he rushed heedlessly forward, cutlass in hand, singing out to the Frenchmen, as though they had been his own ship's company on a pay-day, "D—n your eyes, you beggars, look out—make a lane there! *I'm* a coming!" The brave thoughtless fellow made good his line of communication, despite of numbers, and *La Guêpe* was captured.

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THOUGH he is a "signing officer," it used formerly to be no uncommon circumstance in the navy to meet with a Boatswain who could neither read nor write. A tar of this caste, having possessed himself of the contents of a letter which he had received in the usual official form, acquainting him of his promotion, was reading it upside down to one of his superior officers who wished him well: upon the circumstance being noticed to him, he thought to account for it—when he replied, "I axes your pardon, Sir; but you see I'm *left-handed!*"

WHATEVER may be said of Paddy's blunders, he is generally possessed of great presence of mind, and a remarkable facility of making an answer for

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himself, which is pretty sure, directly or indirectly, to bear favourably upon his case. He may tumble head over heels, and you may laugh at him, but nine times out of ten he comes down upon his feet. This is particularly evident, they say, when he has to deal with the ladies; it holds good, however, in all situations—at sea and on shore.

A late most worthy Admiral,* who then commanded a line-of-battle ship, mast-headed an Irish youngster, a *protégé* of his own, for some idleness or stupidity in his day's work. The ship was at sea, and many hundreds of miles from the nearest shore; but either with a reference to what he had been doing, or with a view of keeping him on the alert—perhaps both—he was ordered to look out for the land.

At length, the term of his punishment having expired, the Captain came on deck: "Mast-head there—come down, Mr. ——" The delinquent arrived on the quarter-deck, touching his hat,

* Admiral Pickmore, when Captain of the *Ramilies*.

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looking half sulky, half frightened, and very cold: —"Well, Sir,"—gruffly and authoritatively—"Do you see the land?" "No, Sir," answered poor Paddy, whining, "*but I can almost.*" It is needless to add that he was not sent back again.

Poor Jack is always (when sober) well behaved, and subordinate: though if a fair opportunity offers, once and away, of bringing things to a level a little between his officer and himself, he does not like to let it slip.

An old seaman went on shore upon four-and-twenty hours' liberty, from a hulk in Hamoaze: his ship, which had been on foreign service, being in dock refitting, he did not come off to his time; he had been a long while in the ship, was an excellent seaman and a great favourite, and no apprehension whatever was felt as to his having "run." Some hours afterwards he was picked up accidentally, by an officer of one of the ship's

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boats, *dead drunk*, close to the spot where he had been put on shore, from which it appeared, afterwards, that he had never strayed. Having been suffered to sleep a few hours, he was sent for by one of the officers, and the following colloquy took place—"So, you old rascal, you never saw daylight all the while you were ashore, eh?—got drunk the first shop you could fetch, and never moored?"—No answer.—"Ah, well! you drunken old swab, it can't last long with you; you'll soon be done up now; and whenever you are, you'll go to h—ll as sure as you're alive." "The Lord be thanked, Sir," at length answered Jack, in a maudlin tone, handling his little tarpaulin hat, and leering his half-drunk eye up at the object, so that his shot should not miss—"the Lord be thanked, Sir; I shan't want for company."

CONJURING UP AN ARMY.

THERE is in the navy a class of seamen remarked for being more than ordinarily expert

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and competent in the discharge of their duty, but who, from indulging in a habit of affecting dissatisfaction with existing regulations or orders received, are humorously, though very appositely, termed "growlers."* In ships of war, it is not unusual that the marine sentinel upon the gangway, under certain circumstances, is ordered to "keep his post clear." Such an order, however, will sometimes be found to be perverted by *Jack*, into an insuperable obstacle for the performance of his own duty. A seaman of this cast had received an order from the first-lieutenant of the *Ganymede*, when lying at Spithead, to trace the studding-sails up to dry between the fore and main lower rigging. After some time had elapsed, the lieutenant, observing no alteration had as yet been paid to his order, remonstrated in rather a peremptory tone with him for his neglect; when

* These men are not to be understood as either mutinous or disaffected. They are generally men who have seen so much service, often in the North-sea trade, as to induce them to expect that even their officers will pay some deference to their opinion.

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the sailor, whose eyes had been sullenly fixed on the solitary marine who was pacing up and down on his post, replied, with the growl and shrug of a man who felt what he was about to say was unanswerable, "How the h—ll, sir, can a man do his duty, when this here thundering *army* is walking the gangway?"

EPICURES *AT SEA.*

APT DEFINITION.

WHEN the *Glasgow* was stationed in the Mediterranean, her commander, the Honourable Captain A. Maitland, an officer of handsome private fortune, maintained when at Malta, Leghorn, and Naples, a sumptuous table, at which not only British officers, but ladies and foreigners of distinction, were received with a liberality and urbanity which reflected the highest credit on their munificent host. On one of these occasions, when guests of no ordinary importance were in-

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vited, a sailor belonging to the crew of the barge employed in bringing forward the several dishes to the captain's cabin, rolling his eyes and licking his lips in anticipation of a regale on the remnants, as the several dainties, both foreign and British, passed in rapid succession through his hands, exclaimed to the coxswain, "My eyes and limbs! the skipper tucks in a precious lot of good things under his belt!" "Why not?" replied the coxswain. "Did you never know that the captain was a reg'lar-built epicure?" "Epicure! epicure! what the devil's that?" demanded our innocent lambkin. "Why, you know-nothing lubber!" cried his intelligent instructor, with a look of ineffable contempt; "an epicure's a fellow as can *eat any thing*, to be sure!"

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PROFESSIONAL SLANG.

"Of all the cants in this canting world," said Sterne, "the cant of hypocrisy may be the worst, but the cant of criticism is the most tormenting!" To the uninitiated, perhaps, there is nothing more perplexing than the cant so much in use with the profession. In fact, it may be said of a sailor, as of a scholar, that, without respect to his auditory, he never forgets that to which he has applied himself in early life. Hence, whilst a Cantab hesitates how he shall express those feelings in plain English, which he has at his tongue's end in the choicest *morceaux* of classical writers, the sailor introduces, on the most ordinary occasions, the vernacular idiom of Neptune's sons, so as to ingraft a species of poetical and figurative dialect in conversation on the commonest topics. This

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may, however, be one of the reasons why a sailor's conversation is, for the most part, acceptable, particularly with the fair part of the creation, because he thus introduces, if not ornamental and figurative illustrations of the subject, at least something which is novel, and even from that circumstance alone, amusing. This originality of phrase, which, after all, is only professionally so, and, generally speaking, common to every man before the mast, sometimes renders that which must always be difficult to a landsman still more unintelligible. But its effects are most ludicrously exemplified, when the speaker, by adopting this figurative style, directs the mind to collect his meaning from terms with which he is altogether unacquainted, or which appear unconnected, or even pointedly at variance with the subject. These figurative combinations, or complex modes, as Locke would call them, are often ridiculously perplexing. If a sailor wishes another to exchange places, he will ask a man who never wore a wig in his life to "shift his *bob!*" If,

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contrary to his expectation, he is impeded or detained, he exclaims he is "*hard up!*" just as he squats himself down on the softest sofa. Meeting a dun face to face in the street, on "opposite tacks," he affects to say he is "taken aback;" and "coming round on his heel," he compliments his valour by asserting that he "boxed-off," though he retreated without striking a blow. Few expressions can rival, for drollery, the admonition of a tar who, professing to be incredulous as to the extent of affectionate assurances given him by his *inamorata*, cries, "Avast there! '*heave* in stays,' whilst her flickering frill and the undulatory motion of her neck shew the breathless agitation of her bosom in attesting her truth.

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CLUB-HOUSE.

A FINE DAY.

———————— "The grand debate,
The popular harangue, the tart reply,
The logic, and the wisdom, and the wit,
And the loud laugh—I long to know them all:
I burn to set th' imprisoned wranglers free,
And give them voice and utterance once again."

COWPER.

AFTER a first introduction at the club, one feels at times involuntarily attached to a spot, where, at least, you are pretty certain of meeting with a friendly face or old companions in arms.

Possibly the motive may, in many instances, be less refined. Doubtless man, generally speaking, but more particularly professional man, is a gregarious animal; or we may dive no deeper for its cause, in our present highly artificial state of life, than in the vague wish to pick up the news, or

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possess ourselves of what is going on in that minute portion of society with which we associate, and which all ranks, with equal arrogance, presume to call "the world."

Whatever may have been the motive of my visits, it would be unjust to say they were always unproductive of amusement. Nine years of that intolerable period of profound peace had already passed away, and the Naval club-house had now become the favourite place of congress for the *ci-devant* monarchs of the main; when, one fine day, I had seated myself in the reading, or rather the conversation room, by the table, close to which, on the opposite side, sat an antiquated gouty "*yellow-admiral*,"* who was sedulously occupied in placing his crutches in such a position as to form

* By a species of humorous courtesy, "retired post-captains," having lost all chance of becoming admirals of the red, white, or blue, are designated "yellow-admirals." To speak abstractedly, a being *sui generis*,—which, though not perhaps sufficiently lively to be classed as a creation of the fancy, may be considered as originating solely in sportive imagination. See Locke on Fantastical Ideas and Essences, Reid on the Mind, &c.

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what he termed an out-rigger, for the defence of his toes against the brisk approach of a bluff, well-looking, jolly, curly-pated, obstreperous personage, more celebrated for his drollery in the senate than his exploits at sea. The senator had commenced the attack on his old acquaintance, in the first instance, by observing that "it would be well for the widow and the orphan if the hearts of the rich were half as tender as his toes;" concluding this sally by good-humouredly (though not without a sly touch of satirical truth) condoling with the "old boy," as he called him, on the hapless condition of his nether members, in consequence of certain youthful indulgencies and irregularities in which they had never participated. The old gentleman tacitly admitted the truth of this remark with a shrug and a sigh. "Yet," cried the merciless punster, "their punishment is not altogether unmerited, since you must allow their having been accessaries in leading you into every excess!" A faint smile for a moment lighted up those features which

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rarely betrayed any other expression than that of painful infliction. I was already sufficiently interested in the conversation of these unequal antagonists, which, of course, suggested some reflections on the distinguishing characteristics of a profession marked by almost contradictory peculiarities; when my ears were suddenly assailed by a voice from the upper end of the room, vociferating, in the most tar-like tone of familiarity, the monosyllable "Tom!" I looked at the gentleman who was thus designating his friend by so brief an appellative, and found both his face and figure perfectly harmonized with his voice. "I say, Tom! Tom!" he continued, "have you seen this letter in the '*Morning Chronicle*,' signed a 'Naval Officer?' D—d clever, I assure you! nearly a whole column long—cutting them up like h—ll at the Admiralty—make the big-wigs look blue! a regular-built poser! never read a better thing in print. Who says the cloth can't write as well as fight? Cut-up and cut-out, eh! Bet a pound I name the author—his style to a *T*—

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long-headed fellow !—a shipmate of mine—all d—d clever fellows in that ship !—spout or play-act with any fellows in the fleet !" This voluble tirade was now interrupted by the unexpected appearance of a tall, grave, bilious-looking Admiral of the blue (a staunch ministerialist), who, walking up to the table, hastily took up the paper in question, which, after a momentary scrutiny, he threw down in apparent disgust, muttering to himself, " 'twas a shame ! really a shame such a paper should be taken in by the club !" and, turning upon his heel, quitted the room, arm-in-arm, with the facetious legislator,* who had already offered, to the no small entertainment of

* It is more than probable this generation will be again visited with some dread explosion of the fountains of the great deep,† to be named hereafter *Joseph's Flood*, if a miracle, equal, at least, to any of those recorded of that prince of priests, Hohenlohe, may yet be wrought amongst us heretics, through the pious orison

† Vide Genesis : " And the fountains of the great deep were broken up."

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the company, to lay a wager that Tom's friend had only been trumpeting his own performance. The literary critic, who had become speechless by the appearance of the ministerialist, was thus left once more in full possession of the field, as well as of the force of his own critical remarks.

Occasional extracts were now read by him

orison of that devout canon of St. Stephen's Chapel, on a late solemn occasion, "that Providence, for the purpose of establishing peace and concord between Catholics and Protestants in Ireland, would deign to submerge the highest mountain of that hapless country twenty-four feet beneath the Atlantic Ocean." However, attractive the gravity of this statesman-like project, how will he negative *(philosophicè)* the attraction of gravity, or secure *us* from the sweeping surge of the wild Atlantic in an uproar? Virgil, deploring the devastation of his birth-place by the inundation of a ruthless soldiery, exclaims,

"———————— Superet modò Mantua nobis,
Mantua væ miseræ nimium vicina Cremonæ!"

Though cruel the Roman soldier, the English sailor is yet more merciless! he would endanger our own existence! Talking of the Atlantic, it seems to be ever inundating the Admiral's brain, which may have suggested to him the propriety, as he so senatorially expressed himself on a late occasion, "*of bottling the whole of it off!*"—(*Vide* Parliamentary Debates.)

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from the letter in question, which, by-the-bye, (from inattention either to punctuation or pronunciation,) had already disappointed his auditors; to whom he occasionally apologized for the unintentional slaughter of such syllabic combinations as puzzled his orthoepy, by giving them the appellation of jaw-breakers. The heading, however, under which this anonymous production appeared—"USURPATION OF NAVAL PATRONAGE"—seemed in itself sufficient to excite a patient attention on the part of the few members present; and the last sentence had scarcely escaped the critic's lips, when his friend Tom, an elderly peevish-looking Post-captain, broke in upon the jocularity which, despite of the interest excited by the article, now circulated with the less restraint round the room, from the circumstance of its being allowed no vent pending the singular specimen of reading they had just witnessed. "It's all very well!" said the Captain (turning to that part of the company where he observed the titter was more general)—"very well indeed,

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for those who are provided for, to laugh: 'let them,' as the proverb has it, 'laugh that win;' but I maintain the subject-matter of this letter is one which so immediately affects our individual interest, that it ought rather to call forth our sympathy and our commiseration, than our laughter."—Here a member cried out from the other end of the room,—"Bravo, old boy!" which appeared to give great encouragement to the speaker, who, all the time he was addressing his auditors, was strutting about the room, suiting his pauses to his paces. "Nay, what's more," he continued, "I predict that this same usurpation of patronage, as the writer so emphatically expresses it, will be the ruin and downfal of the service!"—Here there was a laugh at the upper end of the room, which had the effect of checking for a few seconds the oratorical powers of this nautical Cicero. "Gentlemen may laugh, but I apprehend you know not *what* you're laughing at; but, let me ask those who have not had the experience that I have had: let me ask those

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who have not fought (laying a peculiar emphasis and force on the word *fought*), aye,—fought, and bled, too, for their country—let me ask those who know what it is to be a true patron," stopping short in a very commanding attitude, and rubbing his forehead as he warmed in debate, "if this same usurpation of patronage (to use a forcible, although it may be here considered a 'radical' expression,) is not an encroachment upon our rights and privileges? When I, Sir," he continued, addressing himself more particularly to me, perhaps from perceiving I was one of his most surprised and attentive auditors—"When I, Sir, commanded a frigate, the P——, (which, by-the-bye, was a pattern ship for order and discipline—a ship which would weigh, reef, or furl with any in the fleet—one of the first of the fir frigates—long eighteens on the main, and thirty-twos on the quarter-deck—as fast a sailor '*by* or large' as any in the service—beat a squadron of ten 'line-o'-battle' ships and four frigates, carrying on every thing we could crack, in a general

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chase off Cape-Clear)—" Here he was suddenly interrupted by a member (a modern Benbow) exclaiming, "Cape-Clear! damn it, you'll 'double the cape' if you go on so fast! What the devil has either *you* or your 'crack-ship' to say to the business?—you've 'hauled-aboard' your jawing-tacks; but that's always the way with you speechifiers—never can steer a steady course—always yawing about like a half-frightened Frenchman."—"That's fine talk," replied the speaker, who was not to be so easily silenced, "fine talk from people who have not an idea*r* beyond the sphere of their own element!" pausing to give full time for this *morceau* of rhetoric to make an impression on his audience,—"aye, I repeat, who have not an idea*r* beyond their elementary sphere; but I will tell such as have capacities to understand the metaphorical force of figurative tropes—" Here there was a general titter, and another interruption from a voice, vociferating "*Ropes*, you mean, old boy."—"No, sir! no! keep your ropes for those

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who have plundered us of our patronage. (*Order!*) I will tell *them*, that the Admiralty have extended their patronage higher than the highest flood of any previous precedent. Yes, sir," he continued, looking steadfastly at me, "when I was captain of a frigate—" ("Avast there, my hearty, not going to make the 'Cape' again!")—"Oh, I don't mind *you*," rejoined the speaker; "I repeat, when I was captain of a frigate, I felt myself in some degree, if I may use the expression, a privileged patron; then had I *protégés* under my protection*—

* The following Admiralty regulations respecting midshipmen on the peace establishment, are subjoined for the information of the general reader:—

1. The Captains of the respective ships will enter the usual number of "Mates," "Midshipmen," and "First-class Boys," of their own selection, whenever there may be vacancies in the *complement*; observing, however, that no person is to be rated as Mate of a line-of-battle ship, or fifth rate, who shall not have passed the usual examination for Lieutenant; and that previously to the first entry into the service of any young gentleman, the approbation of the Lords Commissioners of the Admiralty shall be obtained on a statement, by the Captain, of his age, family, and education.

2. A cer-

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youngsters under my immediate tuition—and who, by-the-bye, have since turned out some of the very best officers in the service."—(" Good again! —thy'st*, and no higher," exclaimed Benbow.) —" But what's the consequence now? Had I a ship to-morrow, I could neither serve myself nor

2. A certain number of supernumerary Mates and Midshipmen will be appointed by their Lordships, and are to be borne by their order only.

3. No Captain shall discharge or disrate any Mate or Midshipman, or First-class Boy, without an order from their Lordships' on a home station; or if the ship be on a foreign station, without the order of the commander-in-chief, who is to report the case and the cause of the discharge or disrating, for their Lordships' information.

4. The Captains are to report the names of all Mates, Midshipmen, and Boys of the First-class, as they join the ship, and are carefully to report all deaths, invalidings, discharges, or other changes.

5. The Captains are to be very particular in attending to the instructions relative to the ratings of the several classes, and to take care that on no account whatsoever are any young gentlemen kept on board the ships, under any other ratings than " Mate," " Midshipman," or " First-class Boy."

* Thy'st—signifies, thus, or so.

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my friends, nor, consequently, *my* country" (an inference which the reader will possibly think savoured strongly of presumption). "Have they not (the Admiraltry, I mean) deprived us of the pleasures and profits of patronage, solely for the purpose of enjoying themselves the pains and anxieties of the importunate?"—("Bravo, old boy!")—"Why is your society so little sought? nay, why is it not courted, as it used to be? and why are we not every way received on the same footing as formerly? Why? Because we have been deprived of our patronage—our privileges have been trampled under foot; nay, its hands have been fettered, and its legs 'double-ironed.'"

Here this eloquent and figurative speaker became quite exhausted. This overwhelming tirade seemed to astound the orator himself; and, after recovering from the bold climacteric fit, he thus concluded: "Now, I contend that the arguments offered by the anonymous writer in this paper" (holding it at the same time in his hand), "on this most important point, are as incontro-

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vertible as they are incontestable; and I say," continued he, "that any man in the profession, be his rank what it may, who denies it, commits, if I may so express myself, suicide upon himself, common-sense, and society."—Here he sat down, breathless and exhausted, but not without betraying a triumphant consciousness that his effusion was unanswerable.*

In this inference, it was soon perceived he had reckoned without his host; for a middle-aged, intelligent-looking man, bearing evident marks of service in his countenance, without rising from his place, took up the subject with a promptitude that shewed he had not been an indifferent audi-

* *Publisher's Note.*—Happily, there are few members of this club, if any, who profess the opinions here advocated, although there is more than a proportionate infusion of liberal sentiment in the unemployed part of the profession. However, it is not impossible some one will be pointed out by kind friends, as the party alluded to. Possibly, the whole character is fictitious, unless it is intended to rake up the ashes of the dead. 'Tis said the late radical and venerable candidate for Westminster, Major Cartwright, was a commander in the navy.

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tor. " The letter alluded to," said he, " sets out with a sweeping assertion, that the situation of the Lords of the Admiralty is a mere sinecure—an assertion that may be considered to be refuted by the very arguments which follow, as to the danger likely to result to the real interests of the navy, from the too great activity of these very men, in at least one department. This altered state of things, the letter, as well as the last speaker, broadly condemns as an ' usurpation of our patronage,' and predicts it must inevitably end in the downfal of the navy ! This certainly is an awful prediction, coming from such authorities ; yet I trust, upon examination, it will appear a merely visionary prognostic.

" First : the term patronage here is (if taken in its more recent sense, which, perhaps, may fairly be denominated its abuse) introduced altogether improperly, if it is meant thereby to stigmatize, as an arbitrary exercise of favoritism, the duty imposed on the Board of selecting proper persons (as it is presumed it does) to be recommended to

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situations as they become vacant. This duty ought to devolve on some one department; and where more safely, than on those who are the depositories of the recorded achievements, and equally carefully registered recommendations of each candidate, through the medium of official despatches? A constant reference to, and familiarity with this graduated scale of merit, enables the Board, with comparative safety, to take a bird's-eye view of the whole profession, at any moment the service may require additional appointments. This power, however, it must be observed, places its possessors in a situation far from enviable, inasmuch as it involves the Board in the most serious responsibilities as to its due exercise. In Parliament the inconvenience is peculiarly felt, because they are ultimately exposed to the carping calumny of envious opponents, or the ceaseless solicitations of inconsiderate political adherents. Here the calumny must be distinctly answered: the solicitation refused in such a manner as not to wound the feelings of

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the disappointed—a task by no means easy. But out of doors the case is worse, for the public is always sure to be taken by first impressions. Any calumny once uttered against a public body by the *soi-disant* friends of the people, is, like private scandal, swallowed with avidity; whilst the defence, through a natural perversity of the mind, is skimmed over with indifference, although it has, in six journals out of seven, been already deprived of all point or spirit through the influence of political predilection. Hence it may be fairly inferred, that neither their duties nor their defence are sinecures. Next, as to concentrating this power in a responsible body: may it not be of great public utility, since it discourages the old system of personal application to individuals? Where the duty of selection devolves on the Board, the chances of success by the old method are inconceivably lessened. If it be (as 'tis said) a monopoly, its direct operation is to withhold from individuals all right of presentation to vacancies. Is it not a grating recol-

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lection to all true friends of the service, that during the war, family or merely personal connexion, nay! in some instances, even female frailty, often formed the sole and spurious source of recommendation to youngsters being entered on the books of his Majesty's ships? In many cases the applicants are not only deficient in the useful parts of education, but even in genteel exterior, that essential of good-breeding which softens down the asperities of command—a consideration of no mean importance, where it becomes necessary, as on board vessels of war, to entrust to youth the enforcement of duties, to be performed by men who might, in most cases, be their parents.

"In how many instances is an officer called on to determine the bearing and limits of 'Acts of Parliament' regulating commerce, interdicted trade, rights of fishery, and other nice international questions, whilst on foreign stations, where he cannot shelter himself from responsibility by obtaining legal opinions? Or, will it be contended, that where our officers so often of

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late have been called on, alternately, to wield the sword or wave the olive-branch, that it requires at least a gentleman's education to qualify them thus to advocate important national interests by diplomatic exertions?"

"D—n all writers, let's have fighters," grumbled the captain.

"Let us have both, say I; let us avail ourselves of the mental as well as physical energies of our countrymen afloat! The question here is, which of the two systems is preferable? or, in other words, are the Board or the Commanders of his Majesty's ships the more competent parties to determine the qualifications and claims of numerous applicants? For this is, after all, the sole amount of their patronage, namely, the exercise of a discretion, for which this Board is strictly responsible, both to the profession and the public. Can it be desirable, that young men shall be introduced as midshipmen into the navy, without any regard to their ability, education, or respectability, by

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an officer, merely in acquittance of some personal favour conferred; who, as soon as rated (the obligation being cancelled), are 'let down the wind to prey at fortune?'" "Aye, to be sure," cried Benbow, "regularly set adrift before the wind." "A short time suffices to render their inadequacy to fill the duties of either seaman or officer apparent, when, sinking into a listless apathy, they become drones in an active profession, and the disgrace of their prodigal patrons. At the same time no officer, whose services have been meritorious, can have any just ground to apprehend that his son will fail in his application to become a member of the profession, although he himself is no longer the patron." "Aye," exclaimed the declamatory captain, "I should like to know who would have the best chance for his son at the Portsmouth academy—a lord or a skipper?"

Without noticing an interruption, which seemed, from the peculiar acerbity of its tone, to proceed from personal pique or disap-

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pointment, the speaker hastened to conclude, by assuring the company he was satisfied that though it was not unlikely that weight in one department of the state might produce a corresponding influence in another, still there was no possibility of constructing a Board which might not be liable to be impeached, or constituting a board of patrons whose impartiality might not in some cases be called into question. It was vain to expect perfection in any human system, or to calculate on being able to obviate every objection; but, as far as the system had been put to the test, he was conscious there had been less dissatisfaction, and less reason for it, since the present regulation had been adopted. It had taken out of the hands of officers a dangerous privilege, which experience proved had been too frequently abused, and could not but be hailed as a benefit by commanders, although conscious their privileges were thereby abrogated; since, by the sacrifice, which was suggested as expedient on public grounds, they

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were at once relieved from all responsibility or possible imputation; whilst the naval government of the country was left at liberty (without meeting with conflicting interests or obstacles) to improve the details of the service, and render daily more respectable, as well as more efficient, that branch of our natural defence, which, in the hour of danger, had ever been considered by the nation as the 'sheet-anchor' of its safety."

Several gentlemen had now imperceptibly crept closer to the speaker's chair. An interchange of kindly glances followed the last words he had uttered, and some stretched across the table to join their congratulations to that of other official friends, who were evidently delighted with the stand he had made in their behalf. In a few seconds the oration had lost all its unction; the arguments were again combated; the objections renewed in a tone which forbade all expectation of the assemblage coming to any thing like a deliberate determination of the "question." Many spoke aloud, almost at the same time;

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and it was observable, that there were fewer listeners than speakers: an omen of so very sinister a cast, that the grave gentleman, rising from his chair, and making a bow to the company generally, took the proffered arms of two officers, who appeared more than ordinarily grateful for his exertions, and left the room.

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SAINTS AT SEA.

A GALLEY STORY.

'Tis the temptation of the devil,
That makes all human actions evil:
For saints may do the same thing by
The spirit in sincerity,
Which other men are tempted to,
And at the devil's instance do;
And yet the actions be contrary,
Just as the saints and wicked vary:
For as on land there is no beast,
But in some fish at sea's express'd,
So in the wicked there's no vice,
Of which the saints have not a spice;
And yet that thing that's pious in
The one, in th' other is a sin.

HUDIBRAS.

"WHY, boys, you're all as down in the mouth as a parcel of Jews disappinted o' pay-day," says a talkative topman, one night, to a part of

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the watch, who were rolling aboard of each other as they sullenly paced the lee-gangway with their hands in their beckets.—"One would think," he continued, "you were all on six-water grog for the cruce."—"Come, blaze away, Bill," says another, "tip us a stave; see if you can put a little life in a fellow, for I'm tired o' this sort of fun; this is blockading *Too-long** in earnest.—Why, d—n it, 'twas only the last time the ship was in Malta, when I carried the Captain's port-manter ashore, I overhears a lady axing the skipper himself if it wasn't a mutinous† sort of life; and, I am d—d if he didn't say that it *was;* though had any o' we made the similar answer, I suspects we'd a'got more kicks nor coppers. But it's the way of the world all over."—"Well done, Blue-devil-Dick," says a third, "growling for ever. You're just the fit fellow to have sailed in that psalm-singing ship as I sarved in. Come, let's down in the waist, and I'll give you a touch of her;" when, after following them

* Toulon. † Mutinous—monotonous.

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to the "fore-hatchway," he thus began:—"Well, you know, a'ter I ships in the *William and Mary*, West-Ingee-man, one o' your reg'lar Liverpool runners, as was waiting for a wind in the Cove of Cork, I goes ashore one night, for a bit of a spree, to one o' your 'Holy-ground' hops; and, just as I'd opened the ball with a blowen, and tipping the Shields in a reel, in comes a larking leaftennant, with five or six lubberly lobsters, rigg'd out alike in jackets and trowsers. Well, they passes at first for some o' your reg'lar crucers, no one never suspecting as how they was under false colours, or, moreover, a parcel of kidnapping pirates;* for the first thing, you see, the leaftennant does, was to sing out for a lilt of

* We cannot refrain from expressing our regret, that the disagreeable duty of impressing seamen on *shore* should ever devolve on naval officers. Why should gentlemen be required to serve in situations not only derogatory to their character, but in which they have been constantly exposed to being pelted by the mud and missiles of an infuriated mob? We trust, in the event of another war, this system will be "reformed altogether."

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his own, and to foot it away like a reg'lar pineter.*

"Well, you know, as he was most flush of the dibs at the time, he stands the score, and sows-up myself and the piper; when, after a little palaver or so, he sends me clean out of the room, a reeling in earnest. This was a job for the jollies to take me in tow, and lug me along them thundering cliffs to the beach; for though I was fast by the nose, I was yawing about like a ship what had broke from her sheer in a tidesway. Well, as soon as we reaches the boat, they bundles me in like a quarter of beef, and a'ter we fetches the frigate, they whips me right out like another. In course, that night, 'I'd too many cloths in the wind'† to know where I was; but, as soon as I came to myself, I diskivered my fate was fixed. Well, there I was, a pressed man in the morn; 'jammed like Jackson'—'hard up in a clinch,

* A Portsmouth Point dancer.

† Drunk, in nautical slang.

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and never a knife to cut the seasing;' so I makes up my mind for the worst, and bad was the best, for I'm blow'd but the frigate was more like a methody chapel afloat nor one of his Majesty's ships. There was the Captain, would puzzle the devil himself to know what he was; he was sometimes a sanctificator, and sometimes one o' your smart-uns: a chap that could sarve out a sarment a Sunday, and four or five dozen a Monday; and then, perhaps, for a couple of months, when a freak of the skipper went off, and a fit of the parson com'd on, there was a spell with the cat for the cruce. Well, howsomever, you know, he makes, as they call it, a parcel of convicts* aboard—aye, as good as one-third of the crew, 'sides the second leaftennant, his coxen, and clerk. There was these psalm-singing beggars, with their hair as straight as a die, and their ways, aye, as crooked as a 'snake on a stay,' going from mess to mess on the 'twixt-decks, sarving out tracts as they tarm 'em—your die-away speeches, you know

* Convicts—converts.

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—your 'Repentance made easy,' and the like of such lubberly trash. Watch or no watch, a fellow 'd never no rest for his body or soul, these jarneymen parsons so bothered them both. I remember, one day, as I was taking a caulk* on my chest in the berth, who should come forward, you know, but the captain's coxen. 'Well,' says he, giving me a shake o' the shoulder, 'Sam,' says he, 'rise, my man, 'tis time afore this you'd a *call*.'—'Why d—n it,' says I, 'it's my watch below!'—'Watch below!' says he, turning up his eyes like a lady in love, 'ah, Sam! 'tis time you should think of your watch above.' Well, I'm blow'd if I knew what the fellow was at, so I lets him go on for awhile. When, 'Sam,' says he, looking me straight in the face, 'you're sure to be damn'd for your sins.'—'The devil I am; who told you?' says I.—'I tells you,' says he, 'unless you gets—(let's see, what was the word) unless you gets—you gets—I have him—you gets—Re—Re-jenny-*rated*,' says he.—'What

* Caulk: to sleep upon deck, or lie down with their clothes on, is called a caulk.

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ship's *that?* get *rated what?*' says I.—'Born'd all over again,' says he.—'What, tarn a fellow into *Twicelaid?** says I.—'Aye, and tarn from your sins,' says he.—So, to shorten the matter, says I, 'I tell you what it is, Mr. Coxen, every man to his station—'the cook to the fore-sheet:' you may be a very good hand at the helm—but a precious poor pilot for heaven. You're out of your latitude now; keep within soundings,' says I, 'and talk like a sensible man; when it's comfort I wants, 'tis not to the likes of such fellows as you that I'll seek; I'll look to the *log-book* aloft; so 'brace up and haul aft,' and no more of your preaching,' says I. Well, I silenced his fire, for he never came near me again.

"But this was a trifle to some of their tricks.—Why, bless your hearts, they used to practise the psalms in the store-rooms, and join reg'lar coal-box† as they sung 'em aloud on a Sunday. It's as true as I'm here; but this wasn't the worst of

* Twicelaid—old rope re-manufactured anew.

† *Coal-box*—chorus.

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it neither, for all the work fell on the '*Good men*'* aboard; and the top-masts might go over the side, afore one of these methody chaps would clap on a clewline. Then, as for coming to box, I'm sartain one-half of 'em would have thought it a sin to have stuck to their guns. They were even too lazy to go for their grub. Why, the whole o' the ship's company went without breakfast one morn, 'kase a parcel of these straight-haired, double-faced fellows (the ship's cook as bad as the best on 'em) thought proper to '*pound*' the gospel instead of the cocoa.† Howsomever, it didn't happen again, though these hippercrocodile‡ rigs, as they call 'em, flew through the frigate like wildfire, till at last she was no better nor a reg'lar-built hell afloat. There was the first leaftennant and skipper for ever a snarling: for *Billy* was blue to the bone, and too much of

* A nautical designation for hard-working, willing seamen

† The cocoa, on board a man-of-war, is pounded the previous day to its being boiled for breakfast, by one of the messes, each mess taking this duty daily in turn.

‡ Hypocritical.

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a man to bear-up for a parson. But the skipper and second leaftennant was as thick as three in a bed: what one would say, t'other would swear to: the queerest notions would come into their head, for they were a pair of the most suspiciousest men as ever was born'd.

"I shall never forget one day, when the second leaftennant had charge o' the watch: I goes aft, just to ax for a pot o' water to make a mess o' *Ge-ografy** afore I went to relieve the weather-wheel,† when he takes it into 's head I was drunk —there he was, for all the world like one o' your figures on the rudder-head of a Dutchman's dogger, stuck on a carronade-slide, with a track in one hand, and a trumpet in t'other.

"Well, howsomever, says I, taking off my hat at the time, as I nears him, 'Pot o' water, i' you please, sir,' says I: well, there was never no answer, till I axes him louder and louder three or four

* Ge-ografy—a sort of beverage made by seamen from burnt biscuit boiled in water.

† The man who steers the ship, and who stands at the weather side of the wheel.

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times; when all of a sudden, lifting his eyes what were starting clean out of his head, from the book he was reading, and grinning his teeth like a laughing Ienah, he shies the trumpet slap in my face, singing out like a new-one,—'Wiper, away! wiper, away! the wicked spirit's *within* you!'—May I never see light if I tasted a drop o' my grog that day, for I gave the whole o' my allowance to one of the topmen for making me a duck-pair of mustering trowsers: no, not all I could say could make him alter his mind; so he sings out, you know, for the master-'t-arms, and orders me both legs in limbo, for contempt, as he calls it. Well, there I was, hard-and-fast for a fortnight, ground-tackle down, with a cable each way; though 'twas hard, to be sure, an innocent fellow should be shov'd into irons just for the freaks of a sanctificator. Howsomever, as there was eight or ten more of us lock'd by the legs, the duty looked shy in the ship; for, as *Pat* says, all the best *hands* aboard were fast by the *feet*. Well, 'twas all very well till we comes into port, and the

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day was fixed for sarving out slops.* The hands at seven-bells was turned up as usual, when, just as Pill-garlic, with the rest o' the prisoners, was ready for 'preachy or floggy,' and the captain about to muster my name, the second leaftennant all on a sudden starts for'ard, and says to the captain—'Now do you hear 'em, the 'ciples of Satin? Now do hear 'em?' though there wasn't as much as a whisper to be heard at the time fore and aft. Well, you know, the captain sees there was some'et amiss, so the hands were piped down, and punishment put off, for the man was as mad as any chap in St. Luke's. Well, about two or three morns after this, just as the decks were dried up, and hammocks all stowed in the netting, up he comes, rigg'd out to the nines in white silk stockings, breeks, and buckles in his shoes, all ready to go ashore to a ball, as he said: but 'twas a ball of a different mould what he meant; for, just as the hands were turned up, up top-gallant yards, and every one on deck as

* Jack's familiar phrase for punishment.

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would go; down he flies to the gun-room, seizes a pistol, and blows out his brains; and though, when alive, he'd never a laugh on his phiz, would you believe it, when *dead*, there was a grin on his face, as much as to say he'd been mocking us all, as well as his Maker. There's a precious end for a sanctificator!"

REFLECTION.

THIS account of the fanatical pranks, which, we regret to say, were played on board of one of our men-of-war, though related in the droll language of *Jack*, is, nevertheless, faithful as to facts. Perhaps as good a moral may be collected from his "*yarn*," as might be conveyed in a strain more serious or didactic.

The more ignorant men are, on any subject, the less fit, it will be admitted, are they to be entrusted with the instruction of others. If this be conceded as to the sciences and subjects of *posi-*

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tive knowledge, how much more strongly will it apply to professions of faith and doctrinal points, where so much is left to the imagination and conjecture, not to speak of the wide difference existing in the minds of some of the best-informed religious characters of eminence, from the mere circumstance of the different constructions which the *literati* themselves put upon the same texts of scripture, involving the most vital articles of faith. The world now cry out for *evangelical* pastors, as they are insolently designated, and assert the regular clergy are not sufficiently conversant in the sacred writings, notwithstanding they are compelled at college to study them in the original languages in which they were composed, and severely examined, before ordination, by the bishop, in the best and most intelligible course of divinity and theology. If, then, such precautions are necessary to prevent our clergy from misleading the laity, can it be less than an act of insanity to encourage the profanation of this highly responsible and holy office, by ignorant, though

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perhaps, in some instances, well-meaning men, who imagine, in their heated fancy, they have a divine call to instruct and convert others as ignorant and as likely to become the dupes of delusion as themselves?

Few are aware of the insubordinate seditions and blasphemous state in which one of our sanctified ships* was some time since on the South American station, solely arising from the spirit of furious fanaticism which was instilled into some of her officers and crew, by a canting hypocritical schoolmaster, whom her captain rather irregularly authorized to act in the capacity of chaplain.† This worthy was ultimately, with other petty officers in the ship, by the lenient sentence of a court-martial held on board one of his Ma-

* His Majesty's ship the *Favourite*.

† Prior to the introduction of this unfortunate fanatic on board the *Favourite*, as also subsequent to his dismissal from the service, this ship, when under the same commander, was considered as smart, and as highly a disciplined man-of-war as any on the "Peace Establishment."

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jesty's ships on the St. Helena station, merely dismissed the service for mutiny and sedition!

It is refreshing and cheering to find that another triumph was, in this case, reserved for education and information, however everlastingly calumniated and sneered at by the saints—not a well educated man on board being affected by this mutinous and seditious frenzy! It would be injustice here not to add, that its detection and suppression were mainly attributable to that intelligent, well-informed, and enterprizing young Commander, Pearce, now despatched on the adventurous service of exploring the central regions of Africa.

All line-of-battle ships and frigates have chaplains allowed them; and the first of the "Articles of War" directs that the public worship of Almighty God, according to the established forms of the "Church of England," shall take place each Sabbath, the indispensable duties of the service permitting. The attendance at divine wor-

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ship thus becomes part of the duty of a king's ship: for often, when a vessel is of too low a rate to bear a chaplain, the duty is performed by the captain, or other officer, agreeable to the "Articles of War;" and, instead of there being any ground for the calumnious charge against sailors generally, that they are more indifferent about, and more rarely attend, divine service than other persons, it may be safely asserted, that they are as regular in their attendance as the generality of other labouring classes of the community. The charge may therefore be pronounced a falsehood; and, if we were disposed to indulge in a (perhaps justifiable) strain of enthusiasm on so serious a subject, we might add, that no man, who had ever been on board of, or visited a fleet in the forenoon of the Sabbath, and understood the well-known signal, but must have been deeply affected with a religious sentiment in observing the pendants flying at the "peak," and the profound silence which reigned in consequence throughout; reflecting that, at that moment, thousands of the bravest

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and sternest spirits were occupied in prayer, and humbly contrite in the presence of their Maker.*

How different is such an appropriate and well-regulated scene, breathing calmness, order, and devotion, from that exhibited on board the *Favorite*, where all was irregularity, fanaticism, and insubordination—the seamen perpetually interrupted in duty by the reiteration of extempore sermons, which set reason and grammar at nought. Not content with these public effusions and display in the "waist,"† groups of men were formed

* The Rev. Stanier Clarke, in a sermon, preached 1797, to commemorate and return thanks for the naval victories of that war, describes the real character of the sailor, without any of the blazonry of eloquence, but with the strictest truth, in the following words:—"Yet, greatly as society is indebted to a profession which supports the strength of Great Britain, there are but few among you who have formed a just conception of those intrepid veterans. Often, amid the darkness of the wintry night, when pampered luxury reclines on the downy pillow, impatient of the smallest noise or interruption, they cheerfully encounter those hardships which the genuine modesty of the naval character never blazons in the face of day. The plain simple deportment of a mariner has little

† Main-deck.

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in more intimate communion below. Here a larger body held what they termed a love-feast, breaking biscuits together, and alternately singing

in unison with the timid fawning manners of sycophants and imitators. Hypocrisy discerns little among them but daring blasphemies, and the mad uproar of excess. But they who are intimately acquainted with the real character of the mariner, will have no just reason to complain that he is uninfluenced by a religious and devout spirit; and they who have been misled by a contrary opinion are entreated to reflect on the late devout conduct of a naval veteran and conqueror, and acknowledge that religion is a distinguished feature in this noble profession. When the tremendous scene of the battle closed, this devout commander and his gallant crew humbly, on their knees, returned thanks to the Lord of Hosts! It was an awful scene, which angels would contemplate with joy. It was a sacrifice well pleasing unto God, who is the giver of all victory, and who preserves them that fear him from the hands of their enemies. Thus did their hymn of thanksgiving ascend to the throne of Grace." [See the sublime hymn after victory, in the Form of Service used at Sea.] 'We got not this by our sword, neither was it our own arm that saved us, but thy right hand and thine arm, and the light of thy countenance.'

"What a scene for infidels to contemplate, and for Christians to perform! What a solemn and memorable lesson unto that vanquished commander, who, brought up in the new school of infidel

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hymns and *telling their* "*experience,*" as it is termed, or, to be more explicit, narrating the fancied intercourse between God and their own souls, in language whose familiarity must shock every man not insensible to open and indecent blasphemy. Band-meetings, the most mystical union of all amongst the religious *illuminati*, were sometimes held between the guns, where similar pious orgies occupied that time which often ought to have been employed in duty. And on one occasion when an officer interfered and remonstrated, the offender retorted on his neglect of religious duty, insolently demanding, "Do you think we care for you or your authority? we are the servants of the

philosophy, felt sensations arising in his mind, which the system of eternal sleep, and the contempt of a crucified Redeemer, had nearly extinguished. He felt, and acknowledged their force: he trembled on the precipice of unbelief and *almost was persuaded to be a Christian!*"

This is piety without rant, instruction without dogmatism, and a triumphant answer to the pharisaical enemies of our natural protectors. Will these preachers of submission and non-resistance never learn, that, if sailors are to have a church, it must be the church militant?

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Lord !" and sometimes pointing to the main-mast in a paroxysm of besotted infatuation, exclaimed, " Look there at your Saviour Jesus Christ on the cross; why don't you take off your hat to him?" These and a thousand such extravagancies and blasphemies were proved on the trial of some who were selected to be made examples of—a measure unfortunately not adopted until all subordination and discipline were nearly at an end.

For a whole-length portrait of Fanaticism personified, with all its disgusting features, we refer the reader to a curious document, under the title of " Protest of John Pounder," which we have seen, but consider too blasphemous to publish.

We shall close this chapter by observing, that the service was not in want of religious instructors, of a character which shed respectability and honour on their sacred functions, long prior to the introduction of these lights* on board men-of-war.

* Orthodox tars denominate them by the technical term of *blue-lights*. May not the term be intended metaphorically, as a warning to the unwary?

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It has been remarked that the character of our sailors is materially altered: and it may perhaps be attributable, amongst other causes, to the contempt which inevitably must be engendered for sacred things in some, by seeing them thus basely prostituted; and, in others, by becoming no longer content with the calm, sober, rational style of address, so contradistinguished to rant and fanaticism, contained in the following extracts from sermons preached on board the *Impétueux*, which, for sensible doctrine (whilst in some passages they may surpass in eloquent diction), may be fairly taken as a specimen of sermons usual on board his Majesty's ships.

In a discourse on that part of the 107th Psalm, "They that go down to the sea in ships, and occupy their business in great waters, these men see the works of the Lord, and his wonders in the deep," the reverend gentleman, J. S. Clarke, then chaplain to the Prince of Wales, has been peculiarly happy in illustrating the text of the Psalmist. After touching on the sublime subjects

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of the unfathomable deep, and its natural barrier of dangerous and stupendous rocks, with the magnificent and, particularly to sailors, instructive canopy of heaven, in a manner to excite the mind to gratitude and devotion, "Ye," says this eloquent divine, "who live amid the vicissitudes of those contending elements, whose appearance alone fills the ordinary beholder, though in safety, with dismay—ye who pass your lives in a continued survey of the most sublime object in nature, the ocean, and in conducting that most wonderful work of art, the ship, that bears you through it—unto you is given, to trace the Creator of the world among the sublimest of his works. You see him in the ocean, you hear him in the tempest, and look for his protection amid the winds and waves. His power is alike felt by you, whether you glow beneath a vertical sun, or shiver amid a frozen sea. Though the contemplation of the ocean alone might be sufficient to inspire the mind of man with the awe and reverence of Him by whom it was made, 'yet to worship that power

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aright must be obtained by a knowledge of the Gospel of Him who walked upon it.' " He then proceeds to exhort them to a due attention to its precepts, in the following language:—" 'Thus,' he says, " the native courage of your hearts would be elevated and strengthened, whenever duty called you to repel those enemies who have manifested such virulence against the religion of Jesus Christ, in all places where their infidel power could destroy its altars. Christ died for you; and surely none can be here assembled who would hesitate to risk their lives for that religion which he established on earth, that you might live hereafter in Heaven."

On the subject of subordination, he says:—" A ship, in which so much of your life is past, is a just emblem of political government. Here every one has his appointed place; the various gradations of command and obedience are clearly marked; and it is a truth as evident to your senses as the meridian sun is to your sight, that, by a joint co-operation of all in their respective

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partments, the vessel is generally conducted through the waves in safety, appears almost to defy the tempest, and often returns rich in victory and honour."—" You who have entered into the service of your country, to preserve it in quietness and security at home, and to curb the assuming arrogance of an inveterate foe, your conduct and example in this momentous duty will, I doubt not, declare the sincerity of your intentions, and a firm resolution to support that character for which you have been so long renowned. As one of the most important trusts in the community thus devolves upon you to execute, the smallest appearance of disobedience to a superior, who represents the person of your king and the government of our country, must be considered as baseness and dishonour. But you, my brethren, are of a profession whose predominant features are loyalty, courage, and active patriotism; and in which a willingness to shed your blood must ever become a duty, when your country calls aloud for such protection and defence."—" By

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this virtue, likewise, of obedience, the Christian character is gradually formed, without which every thing hastens to anarchy and discord; and it is also observable, that those who have passed through the rigid school of naval discipline are often known to form the best of fathers, of husbands, and of friends."—"To command and to obey are natural allotments in life; yet, however you may be captivated with the charms of the former, be assured that they who *command* have a painful responsibility to sustain. Let every one, therefore, strive to alleviate the weight of such a service, by keeping the unity of the spirit in the bond of peace."

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NAVAL THEATRICALS.

"Attitude, action, air, pause, start, sigh, groan,
Each borrowed, and made use of as his own."

CHURCHILL.

During the severity of the season at Saint John's (Newfoundland), when frequently the thermometer was below Zero, and, as a natural consequence, the inhabitants above business, a project was suggested by some of the officers of the Navy for contributing to the cause of charity, as well as the dissipation of *ennui*, by occasionally prostrating the dignity of their station on the altars of Thalia and Melpomene.

The metropolis not being able to boast of even a barn, which from time immemorial has been conceded, by even saintly magistrates, as the privileged tenement of the heroes of the sock

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and buskin, it became necessary that a "regular-built" (for so they termed it) theatre should be erected on shore by the sons of the sea, the expenses of which, including decorations, scenery, stoves, property, puffing, wigs, wardrobe, lights, scene-shifters, theatrical-tailors, and midshipmen's milliners, were entirely defrayed out of the profits of the first month's performances.

The discipline observed by the manager, though perhaps savouring less of that adopted on the boards of a stage than on those of a deck, was nevertheless essentially calculated to support the dignity of the drama; since, whenever the crews of Thalia or Melpomene were either disposed to desert, be mutinous, or in any way commit a breach of their theatrical articles, they were invariably brought under the "articles of war."

It frequently happened, the most rigid measures of the management could scarcely subdue the spirit of dissatisfaction which generally prevailed as to individual "*rating*" and "*rigging.*" It was not unusual to hear a young middy at

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rehearsal, who perhaps had to personate the part of the tender "Ophelia," complain that his "cat-heads" were clumsily fitted to his bows; or, that the "eyes of the rigging had slipped down below the hounds of the mast."* Whilst a "Rover," a "Squire Groom," or "Tom Shuffleton," would compare the loose fit of their buckskins to a "purser's shirt on a handspike;" or a "gallant gay Lothario" grumble at being hampered with unnecessary "top-weight aloft," or "too much play at the heel in the step of his sticks." In fact, all were "first-rates" in their own estimation, and equally as anxious to shew off their attire as their attainments.

The deputy stage manager, who formerly had been a votary of the sock, presumed no little upon his Thespian experience; although, be it known, he never had the honour of belonging to a *Royal* company, until in the marines (having been a private in that corps). He proved, however, an acquisition to the stage, as he not only

* In allusion to the gown slipping over his shoulders.

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undertook to perform the various duties of prompter, property-man, drill, dresser, attitudinarian, fugleman, and fencing-master to the company, but would, on the shortest notice, in the event of any performer disappointing the manager, jump with more self-satisfaction into another man's socks, than ever did heir into testator's shoes.

Aspirants to every walk, whether "tragedy, comedy, history, pastoral, pastoral-comical, historical-pastoral, tragical-historical, tragical-comical" (in which latter their efforts most effectually succeeded), put themselves under the dramatic tuition of this amphibious *Roscius*. Hamlet's advice to the players was nothing compared with *his* to his pupils; and, perhaps, the best farces of Foote and Garrick never in representation created more laughter than the drills or rehearsals of this *ci-devant* stroller. In his opinion the perfection of the art, as he used to term it, entirely depended upon rapidity of utterance. Like all military drills, he adopted a species of bye-word, by way

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of preliminary caution to the corps at dress-rehearsals, or preparing for action. For instance, being alarmed, as he well might, by some misconceived attempts at impressive action, he would exclaim, "Avast, avast, sir, the action of *that* arm—dabbles too much like the fin of a fish."—"Handsomely the other."—"Hitch back; your larboard leg's standing on the chalk.—Now step out with your starboard—steadi—eh!—Meet her again, sir.—One pace in the rear, i' you please.—No shuffling.—Suit the word to the action, as the bard says.—Now strike out together both arms.—Bravo! bravo!—soon beat *Mr. Kean!*—Cross over to port, sir.—Not so much of the eschelon step.—Heads-up withal.—Don't look at the lights.—Very well! very well, indeed! Your exit now, sir—remember O.P., and take care you weather the wing in your retreat."

This sort of rhodomontade was frequently interrupted by the sudden *entrée* of, perhaps, a tragedian, thus complaining of the length of his part: "Here's a h—ll of a soliloquy, as long as

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the main-to'-bowline—'ran it clean off the reel' before breakfast—can't remember a word of it now." —"A trifle that, sir," was the reply of the *Royal.* "Mere desertion of the mind—trust to Providence and the prompter."—"D—n the prompter, he's always ahead of his reck'ning."—"Well, sir, say something o' your own—audience never the wiser. Tell 'em 'there's a tide in the affairs of men, taken at the flood, leads on to fortune,' and so on. Fishermen, you know, sir, like you all the better for *that.* Remember once, sir, dreadful dilemma in *Octavian*—crowded audience—forgot my part: when a little presence of mind (by-the-bye, gentlemen, presence of mind is every thing on the boards) called to my aid a few lines out of *Lear;* and, instead of being, as another might, as mute as a mackerel, I began, as *Hamlet* says,* to spout like a whale, catching a clap from every hand in the house by the trap. There was a triumph of ready wit at a pinch, sir! But it isn't every man's luck to have wit at will!"

* The reader will perceive how well versed this stroller was in Shakspeare—"very like a whale."

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However ludicrous these theatrical drills, they were not more amusing than the dress-rehearsals, which were specifically given, to accustom the actors to an audience previous to opening the theatre for the season. On these occasions free-admissions were only granted to the seamen of the squadron and soldiers of the garrison; when, certainly, the fun was reciprocal: for it might well be doubted, whether the actors more amused the audience, or the audience diverted the actors. Nothing could sometimes exceed the humorous hits made by the *Jacks* in the recognition of their officers.—"D—n my eyes," says one, after some difficulty in recognizing his Captain in the part of *Ollapod*, "if that isn't the Skipper in the oakum wig!—Bravo our side! Clap a backstay on your boots, Mr. Bolus." And then, in allusion to the cant phrase so frequently repeated by the military midwife, "Do you take? do you take?"—"Take!" says another, "aye, rather ten o' your doses than one o' your dozens!" Whilst a third, after discovering it was a *mid* instead of a maid that personated

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the part of *Emily*, loudly vociferated, "I say, *Jem*, douse my top-lights, how like Sallyport *Sal!*" In a subsequent scene between *Ollapod* and *Miss Mac Tab*, where the waggery of the former becomes so apparent, a voice from the gallery echoed through the house, "Don't mind him, ma'am! don't mind him; he's as full of his fun as a main-top full of monkies."—Whilst *Corporal Foss's* "huzza!" was generally followed by three hearty cheers, the last of which was accompanied by the boatswain's-mates winding their calls, and piping belay. Upon another occasion some of the *Jacks* recognized their purser, who was really an admirable performer, representing *Lampedo*, the half-starved apothecary in "The Honeymoon;" one of them exclaimed, "Why, I'm blow'd if that isn't the purser turned loblolly-boy!—My eye, purser, you've had a southerly wind in the bread-bag!" In this sort of good-humoured strain would the tars of the squadron amuse both themselves and their officers till the drop of the curtain. The success of this

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charitable speculation exceeded the most sanguine expectations, notwithstanding all the disadvantages under which these theatricals laboured, from the necessity imposed on the officers of beginning the undertaking from the foundation, whether as it respected the house, scenery, dresses, or decorations, in all of which their benevolent intentions were constantly counteracted by the extravagant charges and cupidity of the shopkeepers and tradespeople; although it was a matter of notoriety, that the profits were to be appropriated to the support of their own indigent poor. There were not wanting objectors on the score of the pregnant immorality of theatrical representations, who thundered evangelical anathemas, through the medium of the press of Saint John's, against the promoters of rational amusement, and the munificent patrons of the poor, though the society for improving their condition received, through their secretary, between forty and fifty pounds, the proceeds of one night's performance alone. With funds thus raised, by a tax on the super-

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fluities of the wealthier and middle orders, and appropriated to the relief of the sick and indigent, it was no wonder the cause of charity, aided by the emulous zeal of the theatrical amateurs, won its way triumphantly, despite of the hypocritical cant of narrow and illiberal minds.

If a proof were wanting to shew that these representations were neither destitute of merit, utility, or moral influence, it may be safely assumed, as having been tacitly admitted by its polemical enemies, when we cite a fact, which also shews how decidedly their practice was at variance with their principles: many of these very individuals formed part of an attentive and highly-gratified audience.

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LEAVES OF A LOG.

(Continued.)

LONDON, H.P.—A.M. *June 18th.*—Hot weather.—Warm work this day ten years at Waterloo—Great epoch in military annals—Medals bravely won, and fairly worn: wish the case with Navy.—*Query*, are military insignia always symbols of "past services?" Aware badges of battle promote future fight.—N.B. valorous orders "preserve order of battle."—Red ribbon a good styptic for a bleeding wound; and to die with a cross, ensures at least a christian burial abroad.—*Mem.* Non-distribution of medals for killing Moors and Mahometans fairly accounted for: Laurels for fighting with infidels fade—*Exmouth* and *Algiers* forgotten—*Wellington* and *Waterloo* the fashionable war-whoop—cause more partial than political—Pellew no favourite with the fair—too inquisitive on the trial of the Queen—Probable

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cause why *Algiers* sports no *Achilles* in the Park. —*Query*, a monumental erection of the Grand-Turk (rigged in loose *inexpressibles*) by the sex, not a more suitable memento of the Mahometan defeat than the Waterloo Achilles?—Odd that some "joint-stock company" don't set up a Naval "metropolitan" monument!—Thoughts of sending for approval a plan of a Trafalgar testimonial to the Ladies of London: design, a crocodile of the *Nile* shedding tears over the shade of Nelson—N.B. each tear to weigh a ton, and occasionally to answer, if erected in the Park, as a self acting allayer of Dandies and dust. —Relinquished the idea—personally unknown to the ladies patronesses of *Almack's*.—P.M. Received letters per post—also an official damper from "Navy-Board"—Plan of saving shipwrecked seamen rejected—proposal for trying experiment refused—utility unseen.*—Often thought

* *Vide*—Parliamentary Proceedings, June 3d, 1825, and Sir I—c C—'s speech in opposition to Mr. Trengrouse's plan "for the preservation of shipwrecked persons."

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humanity and humbug synonymous terms,—now convinced.—*Query*, former not considered an anté-patronizing attribute.—*Mem.* Death is the life of promotion—recollected standing-toast in the West-Indies: "bloody war—sickly season."—Good!

12. 30′.—Weighed and stood to the southward.—Spoke a saint from *St. Luke's*, bound to the "Bethel-Union" with tracts—boarded another in distress (*head* damaged)—took him in tow—promised salvation for salvage.*—Steered for the Haymarket—missionary meeting—general muster of Methodists—saints, male and female, collecting off Opera Point.—Dissipation and piety on opposite tacks—thoughts veering 'twixt canting, chanting, bibles and ballets—Puzzled at first why Opera saloon should be rendezvous for sanctified seamen! *Mem.* mystery explained—recollected "Fiddler's-Green" is their "half-way" to heaven.

At 1, cast-off the tow—entered room—took up

* Salvage, a per-centage allowed to the crews of ships which assist others in distress.

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a birth—"brought-to" under the lee of a fat, freckled, red-headed spinster—thought of "Flamborough-head" in a breeze. "Hands turned up" —every man to his station. Lord G. in the chair, and Admiral O. on his legs—oratory of the latter neither classical nor clerical—pauses as long as a "lead-line"—better hand at "rounding a cable" than a period. Diving too deep in divinity. Audience at sea—chair "in the clouds" —*Mem.* each out of their element—Admiral occasionally as boisterous as *Boreas*—audience "inclinable to calm." Morpheus "in sight"—seen hovering o'er the heads of the latter—Spouter blowing like a whale, and veering like the wind —head as light as a "dog-vane"—matter as heavy as a "top-maul."—"Yawing" and yawning apparent in Admiral and audience—both continually starting—one in their sleep, the other from the subject—Admiral more profuse than profound in scriptural quotations: thought 'em misapplied—might be wrong.

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P.M. 1. 40.—Suffocating heat—audience alarmed—fanatical faintings—"*Squalls* brewing." Admiral consinging to *Beelzebub* nine-tenths of the world—thought it time to "cut cable" and run—"Parted co." from crowd.—"Albeit unused to the melting mood," left audience in tears, and Admiral in a stew.

Four P.M.—Bore up for Bond-street—way choked with carriages—*pavé* impassable—peopled with puppies—Thought of the divine Malthus' plan for thinning our useless population—Mingled feelings of rapture and regret—Riders and de-riders—horse and foot—*Mem.* natural antipathies between these two classes.—Slashing work—nautical tactics—coachmen "breaking the line," and dandies "brought by the lee"—latter having no horses, mount spurs and moustachios in lieu—Think fringe on the upper lip might be taxed without in*fringing* on the liberty of the subject—hate alike punning and "political economy," or should propose it to my

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friend *Fred.** as a good *spec.* for his next year's budget.

5, 30′—"Tacked ship"—homeward bound.—Arrived safe—"Brought to."—Landlady and cook at loggerheads—dinner *dished*—Bachelor's fare.—Dined badly—tried to dose.—Weather oppressively hot—blood boiling—Thought freezing the mind might cool the body—sent to circulating library for "Polar Voyages"—Messenger returned with "*L*——'*s*" last.—Prosed over pages of misfortunes, marvellous *miracles*, thin-ribbed dogs, and "thick-ribbed ice."—*Mem.* admired Plate No. 5, *viz.* two craniological wolves discussing an esquimaux skull—Pondered on the wild spread of philosophy—Imagined myself in fine reverie—Startled by spectre—Post-captain in full uniform metamorphosed into "Doctor of Law"—black gown with pudding sleeves over swabs—wig full bottomed.—Smelt powder—No

* Can this prating puppy be an intimate of our popular Chancellor of the Exchequer?

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wonder! laughed so loud that roused and found candle in right whisker.—Read another page—thought Dr. eminent in prose.—Sleep again promoted—Turned in—Dreamed of seals—diplomas—sea-horses—pony-sprites—savage wolves and polar bears—Fancied myself keeper of a marine menagerie—At midnight woke—wished all the bears and lions at the devil.

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NORTH-WEST PASSAGE.

Nay, if thy wits run the wild-goose chase,
I have done.——

SHAKSPEARE.

ALTHOUGH we plain seafaring folk feel ourselves scarcely broad enough in the shoulders to grapple with the difficulties of a question which have puzzled the philosophers and scientific giants of the day; yet, the existence of a North-West Passage, particularly a practicable one, is a consideration involving such a lively and general interest, and withal so very problematical, that we may be permitted to put our oar in the stream of conjecture, although perhaps not capable of feathering it with the same dainty dexterity as the philosophic "*Funny-club*" of the Royal and other Societies on the banks of the Thames.

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In examining the conflicting opinions on this subject (though we will admit that, owing either to the prevailing taste in literature or respect for official theories, the bulk, if not the weight, of paper authority seems all on one side) we shall endeavour to be "all fair and above-board" as to the merits of others; and hence we are induced to hope that, despite of the popularity or unpopularity of the theory here advocated, we may be allowed, with contemporary conjecturalists in the outset, to start "all fair alike."

From the seas of ink which have been wasted on the controversy, we may confidently assert, there is none on which the opinions of the *savants*, the scientific, and northern navigators have been more at variance than the practicability of effecting—nay, even the existence of—a "North-West Passage.

Lord Bacon, in his day, had occasion to regret that the progress of philosophical knowledge was impeded by a perversion, not peculiar to his times, amongst scientific men: namely, that, in

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the examination of philosophical subjects, the philosophers exercised their ingenuity in forming theories, to which they vainly tried to bend the stubborn phenomena of nature—preferring this mode to the more reasonable course of taking the phenomena themselves, as indicating general principles of action, or basis of rational theories. To his enlightened mind the world is indebted for the explosion of errors, which would have ever proved an insuperable bar to the progress of science; and our familiarization with the principles of the inductive philosophy may be regarded as one of the greatest boons ever conferred on the human mind. In the teeth of the recommendation of this illustrious authority, the *savants* of the present day have, in too many instances, employed their literary leisure in assuming facts and philosophical hypotheses, that had no other foundation than in their own fertile imaginations. They have not hesitated, in order to build up their theories, to deride the suggestions of experienced men, and insult the memory of the

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scientific dead, to lay down the sites and shores of imagined "Polar basins," to remove the boundaries of long since explored bays, so as to convert them into seas convenient for their hypotheses, to introduce currents "circumvolving," so as to circumvent the testimony of every man of experience in past ages as well as in the present; and thus, by arrogating to themselves clear views of what ought to be the course pursued by our navigators, and well nigh prescribing what ought to have been the proper construction of this terrestial ball by its great Creator—heaping calumny and reproach on those scientific and daring spirits among the naval profession, who have not hesitated to "set their lives upon the cast" of the success or failure of this enterprize, they have endeavoured to render "confusion worse confounded" by the tinkling jingling of terms misapplied and abused, by carping objections, gratuitous assumptions, and dogmatic flippancies, mingled with a spirit of presumptuous prophecy, refuted in vain by every successive experiment,

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and only redounding to their own disrepute and discomfiture.

The literary "gentlemen of England, who live at home at ease," in order to fabricate *data* whereon to found their predictions, have adopted the stale practice of attempting to throw ridicule* upon the opinions of others

* In the 61st number of the Quarterly Review, page 226 (for December 1824), we find the following passage in a "notice" of Captain "Cochrane's Pedestrian Journey:"—"From these people" (says the Reviewer, speaking of the Tchutski), "who certainly are the least civilized of all the various tribes of Northern Asia, Captain Cochrane procured such information respecting the north-east cape of that continent, as he deemed fit to be laid before the 'Royal Society of London,' especially as he conceived that it refuted a *strange whim*" (a phrase of the Reviewer's) "which Admiral Burney entertained, towards the latter period of his life, that 'Behring's Strait' was no strait at all, but a deep bay; and, consequently, that the two continents of America and Asia were united. To prove the *absurdity* of such a *notion* (fortified by the geographical information received from the enlightened Tchutski, who never saw a compass nor know what it means, and who explain the direction or position of places by the rising or the setting sun), Captain Cochrane addresses a long-winded memoir on the subject to the Secretary and President of

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who have had at least one advantage over them, namely, personal experience of those difficulties

the 'Royal Society:' of which it appears they took no notice; owing, as he thinks, to his having committed the unpardonable blunder of putting the *Secretary* before the *President*."—Now the presumption of this writer is really preposterous. He accuses Admiral Burney (who had some pretensions to hazard an opinion on the subject, from the circumstance of his having *visited* the strait) of "entertaining a *strange whim*" on a geographical point, yet unsatisfactorily decided; whilst he forgets, that he not only himself entertained a much *stranger whim*, and one perfectly unauthorized, by *assuming* the existence of Baffin's *Sea*, which had been discovered, and ascertained to have been a *Bay*, two whole centuries before. And as for Captain Cochrane's unpardonable blunder in putting the *Secretary* before the *President*, it was a blunder, Heaven knows, the poor Captain might have retorted, not without a precedent at more important public Boards, where the secretary (forgetful of Miss M'Tabb's advice to that village phenomenon Ollapod—'the physician before the apothecary") constantly obtrudes himself to the public eye in the place of his master. But why sneer at the only information Captain C. could possibly obtain in that quarter of the world? For though the "enlightened Tchutski" knew no more about a compass than the Reviewer does of the ice at the Pole, about which he has been raving for so many years, surely the testimony of one uncivilized tribe is as valuable as that of another.—As

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and dangers incidental to enterprizes of this nature. The existence of the latter they altogether deny. The navigation of an icy sea in all weathers is a mere matter of holiday recreation; and the imagination becomes intensely excited, and even warmed, by the cheering prospect of passing a nine months' winter blocked-up in ice, at a temperature of 30° or 40° below Zero. It is vain either to refer them to the pages of Parry (the only authority which they deign to consider as not apochryphal), or to those *fabulous* writers of remote times, Bylot, Baffin, Fox, Mid-

well might the Reviewer sneer at Captain Parry, for not only receiving information, but actually and *bonâ-fide* acting upon that received from the Esquimaux—the dullest and most stupid race (notwithstanding Miss Iligliuk's hydrographical tact) on the face of the globe. The Reviewer perhaps would say their testimony was subsequently corroborated by Captain Parry—admitted—so was the testimony of the "enlightened Tchutski" subsequently confirmed by Baron Wrangel. We may bid adieu to discovery, and to the extension of knowledge, if we are to reject, as fabulous or false, all information which may militate against a favourite speculative theory, or the visionary reveries of philosophical enthusiasts.

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dleton, Phipps, Cook, Clerk Bligh, and Burney. Even the "unsuccessful attempt" of Captain Lyon, who was all but shipwrecked in attempting to reach "Repulse Bay," will probably produce no alteration in their tone; and it yet remains to be seen whether the actual loss of the *Fury*, though only in longitude 90° west, and latitude 73° north, will shake the "firm belief" of these pen-and-ink mariners, "that a navigable passage does exist, and may be of no *very difficult execution*;" and who, but a few leaves further on, assure the reader "they have little doubt of a free and practicable passage round it (*i. e.* the northern extremity of America into Behring's Strait) for *seven or eight months in the year*."*

We would almost imagine it is not in human nature, although often obstinate enough in error, to resist those "confirmations strong as proofs of holy writ," that, whatever the philosophers may say, the accomplishment of the North-West Passage is by no means such "plain sailing." Nor

* *Vide* Quarterly Review, No. 31.

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are we at all disposed to agree in the inference drawn by Mr. Barrow, in his "History of Voyages to the Arctic Regions," page 375, that "it is *now known* pretty nearly whereabouts such a passage, if it exists at all, must be *looked* for." It should be recollected that this book was published in 1818, when nothing important, for years, had been added to our stock of science or geographical information as to the Polar regions; it was an assumption, therefore, altogether unfounded on the part of this writer. Indeed, it remains quite questionable whether any of the *routes* which we have since attempted to explore is the right one: nor is it less problematical, whether there be any such passage at all. The most flattering result of any of the voyages which have been accomplished since the time of Captain Ross, who, it was subsequently proved, might have gone many hundred miles further to the westward if he had kept a sharper look-out, or, as some have alleged, "if he had had a mind," was that of Lieutenant Parry, which ter-

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minated at Melville Island in Barrow's Strait. "Yet even here," says Captain Parry, "there was something peculiar about the south-western extremity of Melville Island, which made the icy-sea extremely unfavourable to navigation, and which seemed likely to bid defiance to all our efforts to proceed much further to the westward in this parallel of latitude." On the 10th of August 1820, the same obstruction presented itself as on the 17th of September 1819. He continues: "Nor did there appear, from our late experience, a reasonable ground of hope that any fortuitous circumstance, such as an alteration in winds or currents, was likely to remove the formidable impediments which we had now to encounter." (Page 242, Parry's First Voyage.) Such were the discouragements experienced by Lieutenant Parry to prosecuting further discovery in that quarter, that the Admiralty acquiesced in the suggestions of that officer, to make the experiment in a more southerly direction: the grounds of these suggestions will hereafter be examined. Nor is it

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likely that their Lordships will ever again consent to the experiment being tried by the *route* of " Melville Island" from the eastward. So far, then, the prophecy of the critic of the Quarterly Review, in number thirty-one, under the head of " Lord Selkirk and the North-West Passage," is very unlikely to be fulfilled, if any reliance is to be placed upon the facts since discovered by our officers employed in this service, instead of on the fanciful reveries of the critical enthusiast. His tone will best be exemplified by a reference to his own words: " And we are much mistaken, if the North-West Company would not derive *immediate* and incalculable advantages, from a passage of *three months* to their establishments on Columbia river, instead of the circuitous voyage of six or seven months round " Cape Horn;" to say nothing of the benefit which might be derived from taking their cargoes of furs and peltry for the China market at " M'Kenzie's and Copper-mine rivers," to which the northern Indians would be *too happy* to bring them, if protected by Euro-

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pean establishments, at these or other places, from their enemies, the Esquimaux."

It is the misfortune of men engaged in scientific inquiries, that, having once adopted a theory which they find not conformable to facts, they are obliged to twist those facts, or pervert them to their purposes, by assumptions altogether destitute of foundation. Hence the writer in this review, having resolved on adopting a favourite conclusion, which may be fairly termed his hobby-horse for several years past, attempts to prop up his theory by the alleged existence of a "circumvolving current," a Polar basin, and an open *sea* with an estuary to westward, in place of that which had been ascertained two hundred years ago to have been properly denominated a *bay* by Baffin, and subsequently proved to have been such by modern navigators.

Having entertained one absurdity, the writer is naturally involved in others in order to support it. This accounts for his having dignified Baffin's Bay with the title of *sea*; for, otherwise, his "cir-

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cumvolving current" coming along the shores of California, through Behring's Strait and the "Polar Basin," would have required some other outlet, which would have been unfavourable to his general position, and also antagonized with a tale told of a log of mahogany having, by the aid of this circuitous current, not only travelled through "Behring's Strait" so as to have fairly fetched the "Polar basin," but to have actually "worked Tom Cox's traverse" through this outlet (*his* Baffin's *sea*) until safely landed at Discoe, an island on the west coast of Greenland. But why should this log of mahogany have purposely started from the Pacific? Did the pen-and-ink-men ever ascertain whether the timber-merchant's mark from the western side of America was discernible or not? Did it never strike them, that this said log was more likely to have drifted from Mexico* (more particularly as the gulf-stream"

* "*Phoca*," an anonymous writer in the "Naval Chronicle" of 1818, observes upon this subject, that "indeed it seems much more possible, and probable too, that these very logs of mahogany

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has been felt as far as the banks of Newfoundland) than from Panama in the Pacific? Besides, might it not, as well as the other log of mahogany "picked up by Admiral Lewenorn," have been driven from some part of the northern Atlantic? But there would be an insuperable difficulty to the admission of such a supposition; for, be it observed, it would be in direct opposition to the reviewer's "circumvolving current setting down from the northward (sometimes with a velocity of four, or even *five* miles an hour), along the eastern coast of America and western shore of Old Greenland." But since the reviewer has confessed that he *does* "*now know* there *is* such a bay, or rather inland sea, as that of Baffin," how is he to ac-

found their way to Discoe somehow or other from the gulf of Mexico. It is very clear that the "gulf-stream might have carried them up to, or perhaps beyond Newfoundland, from whence it is not impossible that, by other currents or local tides, they may have got into eddies close in along the coast of Labrador, and even into 'Hudson's Bay,' and out again through some of the openings furthest to the northward, and so across to Davis's Strait to Discoe."

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count for this log of mahogany circumfloating from the Pacific to Discoe? For even had the outlet from the Polar sea into the Atlantic been, as the reviewer *now* insinuates* it is, by the since discovered strait of the Hecla and Fury, it would be impossible, on his assumption of a "perpetual current setting down from the northward at the rate of four or five miles an hour," it could have reached Discoe by this *route*, because Discoe happens to be somewhat to the *northward* of this outlet by the Fury and Hecla strait.

But the creative imagination of the pen-and-ink men has not been less occupied in misplacing geographical positions, than in the abuse or misapplication of high-sounding terms. We are told by the scientific, that a *substratum* of warm water has been discovered in the "deep bosom of the ocean." Admirable! and why not? for surely that same bountiful nature which provided a basin for the polar bears to wash their paws in, would never be so regardless of the comforts of

* 59th Number of Quarterly Review.

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fish as not to provide them with warm water to shave withal! Let us hear no more of Gallic rhodomontade. Sterne's wig, the buckle of which the French barber assured him would stand if it were plunged in the ocean, hitherto was without its parallel! Henceforth, ye French wags, hide your diminished heads.

But the terms of science used are themselves often pregnant with absurdity. That man must have no very fastidious philological taste who could content himself with the propriety of the phrase "a stratum" in fluidity, more particularly when each of the strata spoken of must be, to support the hypothesis, a distinct separate stratum of polar salt water. The reader will perhaps be edified and amused by the manner in which "Scrutator" analyzes the different hypotheses of gentlemen who have taken so much trouble to dive out of their depth; it will be found at length in the note below.*

* Scrutator, adverting to the subject of the different temperature of the sea in different latitudes, observes, "that the Re-

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It is certainly not an ingenuous mode of argument to reason from results, nor is it intended to

viewer, finding it necessary to look a little *deeper*, as to the doctrine of progressive everlasting *congelation* in the Arctic regions, calls old Davis from the 'vasty deep,' to help him out with some fact, to shew that there *is* some *other* counteracting power in operation *under water*, also, to prevent that accumulation of ice which 'otherwise, in process of time, would freeze up the globe.' Fortunately, and most opportunely, he was furnished with this by old Davis, who tells him that *he* had seen 'an ylande of yse turne up and downe, because it hath melted so faste under water.' On this grand, and seemingly *unexpected* discovery, the sagacious critic, in the name of his brethren, exclaims in rapture, 'We have no doubt that Davis is right, and that the action of the *salt* sea on ice, and *not* its decomposition by the solar rays, prevents an accumulation, which would otherwise, in process of time, *freeze up the globe!!*' It would seem, however, entirely to have escaped the notice of this sage critic, that Davis did not account for this melting of 'the yse so faste under water' because the sea was *salt*, but owing 'to *his* heate of *power* to dissolve yse.' The Reviewer might as well have told us *what he meant* by 'the *action* of the *salt* sea on ice.' It *may* have been the increased temperature of the sea, shewn by the experiments of Dr. Irving and Mr. Scoresby; but if so, why apply the needless term *salt* to the sea? He was not quite *sure then*, perhaps, of the fact of an increasing temperature of the sea downwards, as he deems 'the few experi-

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avail ourselves here of any such unfair advantages. But many of these obstacles were pre-

ments in Phipps's voyage wholly unsatisfactory:' yet they must have made *some* impression on his belief. However, he very prudently declines hazarding 'an opinion as to the *cause* of this warm stream,' but leaves it to his *readers* 'to ascribe it' to the 'submarine geysers,' of Pennant, or to 'the heated current from the Pacific, which probably *loses nothing* of *its* temperature in its passage among the active volcanoes of the Aleutian Islands,' and thence through Behring's Strait and the *Frozen Ocean* into the bargain!! Bless us! what an advantage it is to be a man of learning and a great traveller! what daring flights it enables the mind to take, on the wings of a lively imagination! The Edinburgh Reviewer, in No. 59, observes on this subject, 'that, contrary to what takes place under milder skies, the water drawn up from a considerable depth is warmer within the Arctic circle than what lies on the surface. The *floating* ice accordingly begins to melt generally on the *underside*, from the slow communication of the *heat* sent upwards.'—The Quarterly Reviewer says: 'but we are rather inclined to consider it as the *lighter* water *rising* from an extreme depth to the surface.' Mr. Scoresby, in his account of the Arctic regions, published in 1820, says, at page 184, 'As far as experiments have hitherto been made, the temperature of the sea has generally been found to diminish on descending; but *in the Greenland* Sea, near Spitzbergen, the *contrary* is the *fact*.' The results of the experiments he made for determining

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dicted by Phoca, the before-mentioned anonymous writer, in the Naval Chronicle, previous to

this interesting point were highly satisfactory, the water being *invariably warmer* than at the surface. A series of these experiments are exhibited in a table at p. 187. 'They were *all* made in deep water, clear of land, and *out of soundings*, the temperature of the air at the times being generally below, and seldom above, thirty-two degrees of Fahrenheit.' So much for the fact, which (being an unlearned man) is all *I* dare meddle with; but as others may wish to see whether Mr. Scoresby's attempts to account for the *cause* are more clear and satisfactory than those of the two rival Reviewers, I shall insert what he says at page 209, &c. "From the fact of the sea near Spitzbergen being usually six or seven degrees *warmer*, at the depth of 100 to 200 fathoms, than it is at the surface, it seems *not improbable* that the water *below* is a still farther extension of the '*Gulph stream*,' which, on meeting with water near the *ice*, *lighter* than itself, sinks below the surface, and becomes a counter under-current.' And again, 'from the circumstance of an under stratum of water, in the Spitzbergen sea, being generally warmer, by some degrees, than that at the surface, though of *similar specific gravity*, it would appear that the warmer water is, in this case, the most *dense*, or why does it not rise and change places with the colder water at the surface?' I am sure *I* cannot say *why*; and, my good reader, if you are not able to do so, perhaps one or other of the critics will assist you; though I apprehend the Quarterly Reviewer will be somewhat

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the departure of the two first Arctic expeditions, under Captains Ross and Buchan. In support of this assertion, we need only refer to the conclusions of Phoca, who, after having most successfully combated in detail the arguments and assumptions of our rival reviewers,* sums up thus:—

puzzled by the question. For *his warm* water, brought all the way from the *Pacific* Ocean, happens to be *lighter* than that at the surface in the Arctic regions, and at the extreme depth too (as he, of course, can give a good reason for); but Mr. Scoresby's warm stream from the *West Indies* is *heavier* than that at the surface (or 'of similar specific gravity,' for it is hard to say which he means), and therefore *sinks* underneath it, instead of *rising*, like the Quarterly Reviewer's circumvolving current, from an *extreme depth* to the surface."

* It may not be altogether unamusing to the reader to retrace the opinions and recommendations of our rival reviewers, as to the probable and best route to be taken by the two first expeditions under Captains Ross and Buchan. The reviewer in the Quarterly says, "The lands are usually surrounded with ice, and therefore recommends that 'ships, instead of coming *near* the land, and endeavouring to pass through *narrow straits*,' ought to avoid the land, and keep as much as possible in the *open sea*, and in or near the edge of the current, where the sea may be expected

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"From this part of the expedition" (says Phoca, speaking of that intended to cross the Pole under Captain Buchan) "I see no very reasonable ground for 'entertaining lively hopes' that a practicable passage for *ships* will be discovered into the Pacific, though there does not seem to be the least doubt of their being one for *water* and

to be free." The Edinburgh Reviewer goes further, and tells us that "a few weeks are commonly sufficient to disperse and dissolve the floating ice, and the sea is at last *open* for a short and dubious interval, to the pursuits of the adventurous mariner." And "as the cold increases but very little in advancing to the higher latitudes, the vast expanse of ice which covers the Polar Basin may be hereby *dissolved* at the close of *every* summer; and *if* the intrepid navigator, therefore, could seize the short and *quivering* interval, he might push on to the *Pole* itself."—Yet this writer "considers the scheme of penetrating to the Pole itself as *more daring*" than "the project of finding a north-west passage to China," which (as Phoca observes) "he *must*, at the same time, suppose to be *impossible*, if he believes that the *peculiarities* observed in Behring's Strait, by Admiral Burney, *are*, as he asserts, "obviously indications of *an enclosed sea*." This writer, however, concludes by confessing that "*his* hopes" as to the practicability of effecting *either* passage are "extremely slender."

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fish ;" and as to the second," (under Captain Ross,) " the more circuitous passage along the north coast of America into the Pacific, the prospect of success is still more unfavourable than the other: because, even allowing that the present adventurers do reach the north-east point of America, and discover through what is 'gratuitously called Baffin's Bay,' they will then have to make no less than one hundred degrees of westing, most probably through immense fields of ice, *fixed*, or moving with the circumvolving current, as well as the winds, both prevailing in a general direction from *west* to east, *against them.* If there be any ground to hope that a practicable passage for *ships can* be discovered between the Pacific and the Atlantic, along the north coast of America, the chances are, that it will be done (if *ever* it be) *from* Behring's Strait to the eastward."

To take, however, a clearer view of this question, we must avail ourselves, at some length, of the assistance of the ablest pamphlet, notwithstanding its very limited circulation, which, under the sig-

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nature of Scrutator, has appeared on the subject. That writer proceeds, *seriatim*, to examine the grounds originally taken by the Quarterly Review, in favour of the existence and practicability of a north-west passage, which were—

" 1st. The existence of a perpetual current, setting down from the northward, from the Polar basin, through Baffin's *Sea* and Davis's Strait, into the Atlantic, with a velocity of *four*, and sometimes of *five* miles an hour.

" 2d. The non-existence of Baffin's Bay, as drawn in the charts.

" 3d. A circumvolving current, setting as perpetually 'from the Pacific through Behring's Strait,' *into* the Polar basin, and *out of it* into the Atlantic; and 'whose existence, in his (the Reviewer's) opinion, affords the best hope for the success of the expeditions engaged in exploring a passage into the Pacific,' by way of the Pole, as well as along the north coast of America.

" 4th. A great Polar sea, *free from ice*, near the Pole, *if* free from *land*."

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Scrutator then observes, " Mr. Barrow, one of the secretaries of the Admiralty, appears, from what he says in his account of the ' Voyages to the Polar Regions,'* published in 1818, to have taken up the question precisely on the *same grounds* as the Reviewer.

" Mr. Scoresby, in his account of the Arctic Regions, published in 1820, enumerates some of these, and also considers them as probable grounds for supposing that such a passage *may exist.* Ellis's reasons, he says, appear to him to be ' the most satisfactory.' One of these, rather a curious one to be so ' satisfactory,' is, ' the direct

* Mr. Barrow, when speaking of the probable existence of " an uninterrupted communication between the Pacific and the Atlantic," observes, that from " the *simple fact* of a perpetual current setting from the Pacific into Behring's Strait, and a *perpetual current* down the coasts of *Greenland* and *Labrador* into the Atlantic, renders such a communication extremely probable; and it becomes almost *certain*, when we *find* the productions of the shores of the Pacific carried to the northward by the *first* current, and *brought down* into the Atlantic by the *second.*"—*Barrow's Voyages to the Arctic Regions*, p. 377.

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testimony of the Indians, which tends to *prove* that they have seen the sea beyond the mountains, and *observed vessels navigating thereon!*' Where, in the name of Heaven, could these vessels have come from? or how could any have been *there*, unless they were the *canoes* of Esquimaux? which, it may be presumed, Ellis did not understand these Indians to mean, by what he termed *vessels*.

"Mr. Scoresby, on the whole, however, is rather sceptical on the *practicability* of such passage; and even if it were discovered, he conceives it would be at intervals only of years that it would, in all probability, be open at all. He further says, "the most certain method of ascertaining the existence of a communication between the Atlantic and the Pacific, along the northern shore of America, would doubtless be by journies on land."—"This hint," as Scrutator observes, "has been taken, and if followed up," he concludes, "'the grand question' will be *solved*; but by any ship or ships, *without* the aid of ex-

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peditions by land, it will remain as it now is, a matter of doubt."

This writer then proceeds to try the validity of these four grounds, or arguments, by the test of the experience of those navigators who have recently visited the North Polar regions.

" 1st. The existence of a perpetual current, setting down from the northward, from the ' Polar Basin,' through Baffin's *Sea* and Davis's Strait, into the Atlantic, with a velocity of four, and sometimes five miles an hour."

" Although the already-noticed candid declaration of the Reviewer of the Quarterly, ' that he *now* knows there *is* such a *Bay* as that of Baffin,' who had said before he believed it, that if there were such a bay, ' it would be difficult to explain how *any current could* originate at the bottom of it,' would seem to render it superfluous to *prove* that there is *no such* current:" yet Scrutator, trusting more to long-established facts than to theoretical assumptions, proceeds to cite the several experiments made by Captains Ross and

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Parry, to disprove the existence of the pen-and-ink-men's ideal flow or "perpetual current, running with a velocity of four or five miles an hour," as follows:—"My orders," says Captain Ross, "to stand well to the north, had been already fully obeyed, and *no current* had been found: and if 'a current of some force did exist,' as, from 'the best authorities,' we had reason to believe was the fact, it could be no where but to the *southward* of this latitude, 73° 37′. Again, on the 6th of September, in lat. 72° 23′ and long. 73° 7′, '*no current* was found.' September 30th, lat. 64° 10′ and long. 63° 5′, 'we found, by our reckoning, that the current had *set* us twenty-five miles *to the north-east*, during the last twenty-four hours.' Thus, according to Captain Ross, *no current from the northward* was ever experienced; but, on the contrary, when *any* could be detected, it set either *to the west, north-west, north,* or *north-east.*"—Vide Ross.

From these facts, added to the variety experienced by Captain Parry in Davis's Strait and

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Baffin's Bay, it appears almost certain that *no* such current as the Quarterly Reviewer imagined was found to exist by either navigator. The reader will find the reasons for this opinion stated at length in the subjoined note.*

" Thus," says Scrutator, " the reviewer's first ground has been annihilated by proof posi-

* Speaking of the currents, Captain Parry says, " that during the summer and autumn, there is, in this part, a considerable set to the southward ;" yet he adds, " that in judging of the causes which produce this general tendency of the *superficial* current, it will be proper to bear in mind two facts, which we have had occasion to remark in the course of this and the preceding voyage ; first, that in a sea much encumbered with ice, a *current* is almost invariably produced, immediately on the springing-up of every breeze of wind ; and, secondly, that in several instances where the ships have been beset in the ice, the *direction* of the daily drift has been the point of the compass directly *opposite* to that of the wind, *whether* the latter was from the *northward* or the *southward*. It appears to me, upon the whole, that the southerly current which we have been enabled to detect, is *not more* than may be *caused* by the *balance* of the *northerly* winds added to the annual *dissolution* of large quantities of *snow*, which finds the readiest outlet into the Atlantic."—Parry's First Voyage, Appendix No. 6, page 145-6.

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tive. The second he has himself confessed to be so, by the *same* proof. With respect to the third, 'a circumvolving current setting perpetually from the Pacific, through Behring's Strait *into* the Polar Basin, and *out* of it into the Atlantic,' the foregoing facts show that *none* of it was found in the whole space between the west coast of Greenland and the meridian of 113° 46′ 43″, and in latitude 74° 46′ 25″, which was the farthest point Captain Parry reached."

As it would occupy too great a space, at least in print, to follow the imaginary "circumvolving current" of the Reviewer round the face of the globe, we shall at once admit, that there can be no question that there is occasionally to be found in Behring's Strait a superficial current setting to the northward, or N. E., which may be attributed to local causes, proceeding from the prevalence of particular winds or the movements of the ice. But to suppose it were perpetual, would be flying in the face of *facts* experienced by Cook, Clerk,

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Gore, Bligh, Burney, and others, as may be collected from the note below.*

* It is said in Cook's Voyages that, "it may be observed, that in the year 1778, we did not meet with the ice till we advanced to the latitude of 70° on the 17th of August; and that then we found it in compact bodies, extending as far as the eye could reach, and of which a *part* or the whole was moveable; since by *drifting down upon us* (from the northward), we narrowly escaped being hemmed in between it and the land. In the second attempt, they were unable to approach the continent of Asia higher than 67°, nor that of America in any part than 68° or 68° 20′ north: and in the last attempt they were obstructed by the ice *three degrees further to the southward.* Now all this does not seem to favour the supposition of a current "*rushing in* from the Pacific through Behring's Strait," &c. Again, in Cook's Voyages, the remarks on this matter are thus summed up: "By comparing the reckoning with the observations, we found the currents to *set different* ways, yet more from south-west than any other quarter. We again tried the currents, and found them unequal, but *never exceeding* one mile an hour. Whatever their direction might be, their effect was so *trifling*, that no conclusion respecting the existence of a passage to the northward could be drawn from them." In *Clerk's* voyage it is stated, that "on Thursday, the 1st of July, Mr. Bligh, the master of the Resolution, having moored a small keg with the deep-sea lead in 75 fathoms water (off Thadeus' Noss), found that the ship made a course N. by E. about half-a-mile an hour." This was attributed by

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But admitting this temporary and trifling superficial current in Behring's Strait setting to the northward, it is totally inadequate (as Scrutator observes) "to supply that which is known to set to the southward continually out of the Polar sea, through the Spitzbergen sea, into the At-

him "to the effect of the *southerly swell*, rather than to any current." Captain Burney says, "among the peculiarities he observed in Behring's Strait there was little or *no* current, nor could it be perceived the tide either rose or fell." Now, notwithstanding Lieutenant Kotzebue says "the direction of the current was always N. E. in Behring's Strait," and by his "estimation running at a rate of *three* miles an hour, when the wind blew fresh from the southward," yet it may be presumed that his testimony is more than counterbalanced, when Mr. Von Chamisso, the naturalist, who then accompanied him in the *Rurick*, asserts, that after we had *tried* to *prove* that a current goes to the northward through Behring's Strait, we must confess that it is *too weak*, and can force but too little water through the narrow entrance, to correspond with those currents which flow" (for this naturalist then believed in the reviewer's four-or-five-knot-an-hour current) "from Davis's Strait." When this opinion is found to agree with that of the able circumnavigator Cook, it must be considered equally entitled to credence as that of Lieutenant Kotzebue.

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lantic; even if it were possible to believe that the waters of the Pacific composed any part of it." But if, for the sake of argument, we shall even go further than Scrutator, and admit, not only the existence of the Quarterly Reviewer's "circumvolving current," but that there is, as he has since said, "a strong current setting round Icy Cape, due *east*, at the rate of twenty-five or thirty miles a day;" and which "*fact** has since been experienced by two Russian corvettes, which found the current setting so strongly to the *eastward*, as to occasion some *alarm* lest they should be not able to return:" why, then, may we, with others, ask the Reviewer, have our expeditions been sent, despite of their own arguments, and directly in the teeth of those very currents which form the entire basis of their theory? But then, perhaps, the Reviewer might say, "that a current setting so strongly to the *eastward* might occasion *alarm* lest our enterprizing countrymen should be unable to return; added to which, it

* *Vide* 59th No. Quarterly Review, page 265.

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is well known that westerly winds prevail the best part of the navigable season; and as they were always found by Captain Parry to be *favourable* to his purpose, "*bringing away* large bodies of ice from that quarter, and consequently leaving a considerable quantity of *open* water, so as to permit a progress being made to the *westward*,"* it *must* naturally follow, that the same causes which cleared his way to the *westward* would impede him in his progress from Behring's Strait to the *eastward*." This sort of sophistry we confess is not to our taste, nor can we be persuaded, as seamen, that it is not much better to go easterly with the wind and current, than oppose both; or to have fields and floes of ice drifting before us to leeward, than down on us from to windward.

In the latest paper on the subject in the Quarterly (59, page 268), published upon the eve of the sailing of the last expedition, the Reviewer says, "In the view taken by that Commander

* *Vide* Parry's Voyages—First, p. 299, and Second, p. 35.

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(Captain Parry) we entirely concur; and are satisfied with him, that a *navigable* and *practicable* passage does exist; and that, when once upon the northern coast of America, a tract of *open water will* be found to conduct the ships to Icy Cape; that the report of the Russian ships that lately visited Icy Cape is as favourable as the most sanguine mind could wish; for their description is precisely that of a kind of navigation through which our ships have already *held* their *course* uninjured for hundreds of leagues, and through which, therefore, they *may*, under Providence, be again conducted by similar exertions.* We believe, with him (and have recorded our belief), that the *main difficulty lies* on *this eastern* or Atlantic side; but we are *now* more confident than ever, that the difficulty is not insurmountable."

Now, in the name of common sense, if "the report of the Russian ships, that lately visited Icy

* Captain Parry's words quoted by Reviewer, Second Voyage, page 488.

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Cape, be so favourable to navigation from that quarter, and that both Captain Parry and the Reviewer *believe*," not only "that a navigable and practicable passage does exist, but that the *main* difficulty *lies* on *this eastern* or *Atlantic* side," why again, we repeat, are all our expeditions sent to contend with these difficulties?

The Russians are a people remarkable in the field for their obstinate valour, yet even with that peculiarity they seem wisely disposed not to war against nature, and prudently shrink from a contest with difficulties which we appear determined to subdue. Far from being appalled by the loss even of the *Fury*, we expect the Reviewer, whenever he again favours the public with his sentiments on this subject, will only repeat the old burden of his song, "we are now more confident than *ever* of the difficulty is not insurmountable."

If the reader will but carefully examine the reasons adduced by Captain Parry, for preferring to penetrate to the westward in a more southern

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latitude, it will be found that the arguments generally preponderate against him.

Captain Parry says, "A *continuity* of *land* is essential, if not absolutely necessary for the purpose of navigation in this part of the Polar Sea." Again he says, at page 297, "Our experience, I think, has clearly shewn that the navigation of the Polar Seas can never be performed with any degree of certainty without a *continuity* of *land*. It was only by watching the occasional opening between the ice and the shore, that our late progress to the westward was effected: and *had* the *land continued in the desired* direction, there can be no question that we should have continued to advance, however slowly, towards the completion of our enterprize."—Again, "In this respect, therefore, as well as in the improvement to be expected in the climate, there would be *a manifest advantage* in making the attempt *on the coast of America, where* we are sure that *land will not fail us.*" Scrutator observes, "From both these extracts, it is declared that a continuity of land is *essential*, if

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not *absolutely necessary.* A continuity! *where?* and how situated, as to the *westward course* to be steered by ships? Why, a continuity, such as the North Georgian Islands, lying contiguous to each other, nearly east and west, on a parallel, *north,* or on the starboard hand* of that course. But why should it lie in that direction, and be situated *north of that course?* Because, *such* a continuity did in fact enable the ships to proceed *as far only* to the westward as it extended, but no farther. How did it enable them to do so? By protecting them from the Polar ices, such as were met with at the west end of Melville Island; where, Captain Parry says, *had* the *land continued* in the *desired direction,* there can be no question that we should have continued to advance towards the completion of our enterprize." The Quarterly Reviewer says, "The heavy ice found there, was owing to the *discontinuance of land,* or to the *prevailing northerly winds* having *driven* down the main body of ice, and *wedged* it among the

* Right hand.

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islands." This was a *continuance of land on the north* of the ship's course; and the acknowledgment of the ice "having been driven down," implies the belief, that there must be a fertile supply from that quarter, and what Captain Parry terms a power in constant operation of "enormous pressure" to have thus "wedged it *in* among the islands." Mr. Fisher, however, seems to have had a much clearer conception of this matter than any of his shipmates. His words are decidedly to the point at page 99: "I think it is probable," he says, "as long as we find *land* to the *northward, to stop the Polar ice* from *drifting down upon us*, that we shall find a passage to the westward along the land. I do not mean, however, to say that a passage will, without any interruption, be constantly found to exist between the land and the ice: on the contrary, I am aware that a southerly wind may give us occasional checks, by forcing the ice in with the coast; but immediately the wind changes to the opposite direction, it will necessarily have the contrary effect. This is not

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indeed a matter of *speculation*, nor do I intend it to be considered as such; for both this and the last year's experience have afforded us so many instances of the truth of what I have said, that I have no hesitation in giving it as my opinion, that the vicinity of *land to the northward* will always be in our *favour*. My object in being so particular on this point is, because there are some amongst us of quite a *different opinion*."

"We have seen already," says Scrutator, "*where* and *what* this continuity was, as well as its importance to the ships, as far as it extended. That importance was fully proved by the insurmountable icy obstruction which they met with at its western extremity." And yet, Captain Parry says, and the Reviewer repeats it, "*Such* continuity of land as was *here* about to fail us, *must necessarily* be furnished by the *northern* coast of America, in whatever latitude it may be found." And, "there would be a *manifest advantage* in making the attempt on the coast of America, where we are sure *that* land will *not fail us*." If

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the *Reviewer* alone had made such an observation as the first, it need not have surprised one; but that Captain Parry himself, with the facts of his experience before him, should not only have written but published the same, is indeed somewhat unexpected; for the two cases cannot possibly have any feature *alike*, except as regards the term continuity applied to them, and perhaps being so, in both having a direction east and west. Though there must be continuity of land on the coast of America, yet surely it cannot be *such* a continuity as that formed by the North Georgian Islands, which failed Captain Parry at the west end of Melville Island: because the coast of America is on the larboard* hand, or to the *southward* of ships steering to the *westward*, and consequently to *leeward*, as the *prevailing* winds are from the *northward*. On the contrary, the continuity formed by the North Georgian Islands is to the *northward*, or on the *starboard* hand, of ships so steering, and therefore to *windward*.

* Left hand.

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As to *situation*, then, they are only as opposite as north and south. But in other, and far more important points, they are quite the reverse of each other. The chain of lands* extending from Baffin's Bay, on the north of the passage discovered by Captain Parry, acted as a *barrier* against the Polar ices, which, it is confessed by all authorities quoted, are driven from *north to south* by the combined power of the Polar current and the "prevailing northerly winds."

Upon the authority of Captain Parry, at page 242 of his first voyage, as has been already quoted, we are told that when he at first met with such decided obstruction, near the west end of Melville Island, he "was desirous of finding an opening in the ice leading to the *southward*, by taking advantage of which, he might be enabled to prosecute the voyage to the *westward* in a *lower latitude*." Again, at page 250, he says, "The ice to the west, W.S.W. of Cape Dundas, was as solid and compact as so much land." At page

* North Georgian Islands.

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259, on the 26th August, he says, "We kept close along the edge of the ice, which was *quite compact* to the *southward*, without the smallest appearance of an *opening* to encourage *a hope* of penetrating in *that direction*." At page 261, when in latitude 72° 2′ 15″ and long. 105° 14′ 20″, he says, "A constant look-out was kept from the crow's-nest,* for *an opening* to the *southward*, but not a *single break* could be *perceived* in the mass which *covered the sea in that* direction." And on the 30th of August he says, "Having now traced the ice the whole way, from longitude 114° to 90°, *without discovering any opening* to encourage a hope of penetrating to the *southward*, I could not entertain the slightest doubt that there no longer remained a possibility of effecting our object." "Does Captain Parry, then," says Scrutator, "with facts like these before his eyes, really mean to say that a continuity of land, *south* of the *westerly* course to be steered towards Behring's Strait, *is*, in any point, except the two before-

* Look-out from the mast-head.

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mentioned, *such* as one to the *north* of it? Suppose, for instance, that after he entered 'Lancaster's Sound,' there had been *no land* whatever to the *northward* between him and the Pole, and that land to the southward from Cape Byam Martin to Bank's Land, or even to Behring's Strait, was continuous, I would ask him candidly to say, if he believes he *could* have advanced to the westward beyond even the 80th degree of longitude? Would he have found *that* continuity *such*" (or, as Scrutator might have added, of the same utility in screening him against the Polar ice) "as the continuity he discovered to the *northward*, and whose existence *alone* enables him to reach the 114° meridian? But the Quarterly Reviewer," says Scrutator, "would, perhaps, answer for him. Yes, he would not only have made as much westing as he did, but he would have reached Behring's Strait; because he would have entered *my Polar Basin*, where there would have been *no ice* to impede his progress." And yet the Reviewer acknowledges, that "the ice found

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about the S. W. extremity of Melville Island was owing probably to the *discontinuance* of land, or to the prevailing northerly winds having *driven down* the main body, and *wedged* it in among the islands. Can, then, the Quarterly Reviewer give any sound reason *why* the same combined causes should *not* have produced the same effects, *if* that discontinuance had taken place in the same parallel on *any other* meridian between Baffin's Bay and 114° west longitude? And why it may not take place at the west end of Arctic lands, on any *meridian west* of that longitude, and in parallels even *south* of *Melville* Island, IF NO OTHER LANDS should happen to be situated to the NORTHWARD of them again?"

"We have seen the result of Captain Parry's first voyage: with that result the Reviewer's resources seemed to have failed him, and he very prudently gives up the cudgel to Captain Parry; and, though he seems to have had a *fearful hankering* after '*Midddleton's Frozen Strait*,' or 'Repulse Bay,' which he disbelieved quite as

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much as he did the existence of Baffin's Bay; yet, after what he had said and published, he could not well recommend it himself as a next place of trial: he therefore informs us, that 'the attempt was to be made as *recommended* by *Captain Parry*, in a more southern latitude, and *close* on the coast of America.'"

"This last attempt has also failed, but with *this* '*advantage*' gained, as the Reviewer would say, that 'we *now do know* there is *such* a bay as the *Repulse* Bay of Middleton;' and, as to the difficulties which our navigators would probably have to encounter on this side of America, he has been a true prophet for once."*

We, however, are disposed to pronounce Scrutator to be the prophet;† for in the next review

* In allusion to the Quarterly Reviewer having acknowledged that he had "less apprehension of the passage through Behring's Strait being closed against our navigators, except by ice, than of the difficulties which they may probably have to encounter on *this* side of America."

† Scrutator's pamphlet was published some time previous to this number of the Quarterly Review.

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of Captain Parry's second voyage, page 263-4, in the 59th No. of the Quarterly, we find the following remarks: "The result of this most laborious, irksome, and anxious voyage is, to say the least of it, a very valuable addition to our geographical knowledge of the seas and lands within the Arctic regions; and if he has *not*, as Captain Parry observes, and as *we* set *out* with saying, discovered the route by which the North-west Passage *may* be effected, it has at least clearly pointed out that by which it *cannot*." Yet, on a reference to the opinion of Captain Parry on this subject (page 488, second volume), it will be found that *he* says, "their endeavours were unquestionably directed in the *right* place."

In the next paragraph the Reviewer tells the reader, that "the chief *cause* of these difficulties are *now* sufficiently obvious. We know that our *old* navigators invariably found a strong current setting down the channel called the 'Welcome;'" and yet, when it suits the purposes of the pen-and-ink men, they not only doubt the veracity

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of our *old* navigators, but actually traduce the dead.* But to return to this "strong current

* In a "notice of Captain Franklin's Journey to the Polar Sea," 56th No. of the "*Quarterly*," the Reviewer says, "As to 'Repulse Bay,' it was *left* by Captain Middleton pretty much in the *same way* that 'Lancaster Sound' was by Captain Ross, the one being stopped short by *an imaginary* 'frozen strait,' and the other by a chain of mountains, which had no existence but on his paper chart." This assertion, as relates to Captain Ross, is somewhat correct; but nothing can be further from the truth as respects Middleton. Indeed, so perfectly at variance is this opinion with late navigators, that in the 59th No. of the "Quarterly," page 239, the Reviewer is obliged to confess himself a maligner of Middleton in these terms: "Though Middleton was not, perhaps, the officer best qualified for conducting a voyage of discovery, yet it is *evident* from Captain Parry's *examination* of the ground *previously* occupied by him, that *justice* has *not* been done to his memory; which, however, the following testimony (Captain Parry's) ought to rescue from further obloquy." But what dependance can be placed in a writer who can thus quibble, and tell us in one number, 35, page 170, that "more attempts than one to land on the coast of Greenland must be made, before we can give credit to its being bound up in *eternal* ice—which is known to shift about with every gale of wind, to be drifted by currents, and to *crumble and consume* below the surface of the water;" yet, in a subsequent number, he says, "that for the last *four hundred years* an extensive portion of the eastern

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setting down the Welcome, which, the Reviewer informs us, ultimately carries ice-bergs along the coast of Labrador, across the banks of Newfoundland, in the teeth of the 'Gulf-stream' to the southward, never quitting the American side of the Atlantic, though the westerly gales of wind are almost as constant as the 'Gulf-stream.' Where, then," continues the Reviewer, "originates this perpetual motion of the sea to the southward?* Certainly *not* in Baffin's *Bay*," says he, "*where no* current was found to *exist*:"

coast of old Greenland has been shut up by an *impenetrable barrier* of ice, and with it the ill-fated Norwegian or Danish colonies, and who were thus cut off at once from all communication with the mother country;" that "various attempts have been made, from time to time, to approach this coast, but in vain; the *ice* being every where *impervious*?" Again, "The event to which we have alluded is, the disappearance of the whole, or greater part of this barrier of ice. How the Danes can *now* pretend to *doubt*, as one of their writers affects to do, whether there *ever were* a *colony* on the *eastern* side (of Greenland), is to *us* quite *inexplicable*, unless it be to palliate their negligence at the first approach of the ice, and their want of *humanity* since."

* Still harping on his "circumvolving current."

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though, in different preceding numbers of this periodical, it was set down as a positive certainty, that "a strong current of four or five knots an hour was *known* to run to the southward from *out* of the Reviewer's 'Baffin's *Sea.*'"

Now, if "*we knew* that our *old* navigators *invariably* found a strong current setting down the 'Welcome,' carrying with it fields of ice as well as ice-bergs, which our old navigators concluded came from the westward round the N. E. of America;" if all these facts were so well known, and their difficulties so well understood,* "why," may we ask, with the late Captain Cochrane, "was Captain Parry sent to cope with them?" He was not alone sent to discover the N.E. Cape of America: his grand and primary object was to circumnavigate, if possible, that continent.

The Reviewer next asks, "From whence does the Polar Sea, surrounded as it is by land, receive a sufficient supply of water to provide for the *perpetual* discharge that takes place through

* Vide No. 59 of Quarterly Review, page 264.

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the Strait of the *Fury* and *Hecla?* It cannot be from the torrents of *melted ice and snow* in the sea and surrounding shores and islands, which a pleasing but not very profound French writer"* [more than a match for the Reviewer] "thought sufficient to explain the ebbing and flowing of the tides. Captain Franklin saw no such torrents; indeed, so small is the quantity of moisture in the atmosphere of high latitudes, that it scarcely ever rains; no snow fell at Melville Island during a whole winter, and the spiculæ which *floated* in the *air*, *lay* on the ground" [it rather puzzles us, who are no philosophers, to conceive how it could do both, unless, like Sir Boyle Roach's bird, it could be in two places at once], "and was not more than a few inches, or a third part of the quantity which falls in many parts of Great Britain, &c. &c. Yet it would be absurd to suppose that the North Sea, or St. George's Channel, was ever swelled by the melting of snow. Neither can it be from the *melting* of *ice* in the *Polar Sea*, for that would be

* St. Pierre, in his Studies of Nature.

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increasing the bulk of water by the contraction of its dimensions when in a fluid state. Besides, if it did," says the Reviewer, "why should this melting of ice produce a current *out* of the Polar Sea on one side of America, and *into* it on the other? The current *must*, therefore, originate *out* of the limits of the *Polar* Sea, which we always *thought* was the case, and in fact has now been *proved* to be so."

Let us for a moment proceed to examine the proof. Captain Parry says (page 354 of his 2d Journal), when speaking of the tides as well as currents from the westward running through the Strait of the *Hecla* and *Fury*, "I believe there can be little doubt that the flood-tide here comes from the westward; that there is, besides this, during a great part of the *summer*, a *permanent* current setting from the same direction, is also sufficiently apparent; and the joint effects of these two causes appear to account satisfactorily for the various irregularities observed, as well in the set of the stream, as in the rise and

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fall of the water by the shore. The natural inference, with respect to the current, seemed at the time to be, that it is *occasioned* by the *annual melting* of the *snows* upon the *shores* of the *Polar Sea*, for which this strait affords the only outlet leading to the southward, within, perhaps, some hundreds of miles; and this supposition appeared the more reasonable from the circumstance of the current having just now (20th of September 1822) *ceased*, when the streams of the land were once more arrested by the frost of the approaching winter." Thus Captain Parry repels the assertion of the Reviewer, and attributes the current, at least, to the *melting* of the *snows* on *these shores*.

But, in fact, as Scrutator quaintly observes, "this current was only *periodically* permanent;" and, admitting Captain Parry to be correct in his inference as to its cause, it therefore cannot be a part of the Quarterly Reviewer's "circumvolving current from the Pacific through Behring's Strait," which he believes to be "perpetual:"

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for if that circumvolving current of his between the Pacific and Atlantic be *perpetual*, and there really exists an unobstructed course for it all the way from Behring's Strait, and through that of the Fury and Hecla, as the only outlet leading to the southward," why should it have "*ceased*" there about the 20th of September? Captain Parry's own explanation is quite conclusive, that the Reviewer's current can have nothing at all to do with the one he met with in the Strait of the Fury and Hecla. Were this current perpetual, so much the worse—its *temporary* adverse operation is quite bad enough; for, according to Captain Parry's account of it, "it flows eastward *during* the *only navigable* season, and *ceases* with it."

It is now only fair to compare the prediction of this writer with that of Captain Parry's upon the probable results of the last expedition. "For my own part," says Scrutator, "I must confess, that I dare not indulge expectation of more from the next attempt through 'Prince Regent's Inlet,' &c., than Captain Parry's 'strenuous endeavours

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effected in the *right* place;' and, therefore, supported by an acknowledgment from such authority, I still consider it to be what I have already termed it, the FORLORN HOPE." Mark the striking difference of tone in Captain Parry's anticipation: "I never felt more sanguine of ultimate success," says he, "in the enterprize in which I have been engaged, than at this present moment; and I cannot but entertain a confident hope, that England may yet be destined to succeed in an attempt, which has for centuries past engaged her attention, and interested the whole civilized world."

It would be unjust and illiberal to argue from results, as to the propriety of Government having pointed out particular latitudes or openings to be explored, merely because the experiments have failed. On such a subject, rife as it has been at all times with conjecture, it was natural that each impediment should have only excited renewed enterprize, fortified by increased experience and prudence. The perseverance of the Admiralty

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has been crowned with many important results, as far as respects geography and hydrography, and has thrown considerable light on subjects of science and the operations of nature, in these unexplored and inhospitable regions. We are not even disposed to question the propriety of its rumoured resolution to abandon the enterprize at present; though as a matter of feeling it is to be hoped the rumour may be unfounded, or at least be confined to the attempt from the eastward: as we think the preceding reasons fully establish the point, that the very arguments of the pen-and-ink mariners for attempting a N.W. passage by a westerly course, are, if candidly considered, all in favour of its being attempted through "Behring's Strait."

As respects this quarter, a conjecture may be formed that there is one, perhaps more, passages, possibly leading to the Atlantic. Scrutator supposes "there is a passage for *water* and *fish*, though not for *ships*." Hence, until we improve, and that not inconsiderably, upon the principle

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of Johnson the smuggler's submarine craft, and human lungs acquire the action or property, as yet peculiar to fish, of extracting from water sufficient vital air to sustain life, it appears, for practical and commercial purposes, essentially closed against all human intrusion. We, however, will not pretend to pronounce such an opinion, because we repeat that, in all probability, there is not only one, but several communications between the Atlantic and the Pacific, some of which, perhaps, by perseverance, may be explored, once in a century, by discovery ships.

From Captain Parry's characteristic forethought, coolness, discretion, and perseverance, he may be considered as one of the best qualified officers in the service to undertake the arduous duties of a northern navigator; and, from his achievements in that quarter, he may with truth be termed the Hero of the Hyperborean world. Yet it does not follow that the opinion he has recorded as to the impracticability of effecting a passage by the Pacific or western side of America,

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is one iota better than the many thousands who may differ with him on the point, and who, *like* himself, have *never* made the attempt; nor can it be put in competition with the few that *have*: because it is not only in direct opposition to the practical experience of Kotzebue, but also in contradiction of the experimental testimony of one of the greatest circumnavigators the world ever produced. Surely, if in the days of Cook, with *his* limited resources, he could contrive to proceed as far as Icy Cape, and would have still pushed further, if not impeded by ice, why then may not Captain Parry, with the many superior advantages discoverers now possess, proceed at least as far, and settle the point as to the practicability or impracticability of this passage for the purpose of navigation. In support of this assertion, it is worth while, as a mere matter of curiosity, to examine Captain Parry's opinion, founded on facts, which appear to be the best answer to his own prejudices. He says, " in the course of the foregoing narrative it may have been remarked, that

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the *westerly* and north-westerly winds were always found to produce the effect of *clearing* the *southern* shores of the New Georgian Islands of *ice*, while they always brought with them *clear* weather, which is essentially necessary in prosecuting discoveries in such navigation.* *This* circumstance, together with the fact of our having *sailed back in six days* from the meridian of Winter Harbour to the entrance of Sir James Lancaster's Sound, a distance which required *five weeks to traverse* when going in the opposite direction, seems to afford a *reasonable ground for concluding*, that an attempt for effecting the N.W. passage might be made with a *better* chance of *success* from Behring's Strait, than from *this* side of America. There are some circumstances,

* In Captain Parry's second voyage, page 35, he also says, "It may here be observed that, in the course of our endeavours to get to the *westward*, as well in this voyage as in that of 1819 and 1820, a *westerly* wind, though blowing directly against us, was always found ultimately to be the most favourable to our purpose, as it *brings away* large bodies of ice from that quarter, and consequently leaves a considerable *interval* of *open water*."

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however, which, in my opinion, render this mode of proceeding altogether *impracticable*, at least for *British* ships." Why for *British* ships, more particularly than Russian? Is it because they have to traverse the additional distance of the Baltic further than the British? Is it because that the Russians have *no* squadron in South America, from which they might recruit their resources? Might not the British Commodore on that station be instructed to send one of his cruizers in advance as far as the Sandwich Islands, or even to St. Paul's and St. Peter's, with preserved meats and other necessaries, to await the arrival of the discovery ships? So that when Captain Parry talks of the length of the voyage which must first be performed, in order to arrive at the point where the work is to be begun, as also that "the most important part of a ship's resources, namely, the provisions and fuel, must be very materially reduced, and this *without* the *possibility* of renewing them to the extent necessary for such a service," and how "*injurious* to the health of the

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crews so sudden and extreme a change of climate would in all probability prove, as that which they must necessarily experience, in going at once from the heat of the torrid zone into the intense cold of a long winter upon the northern shores of America," he only reasons against the practical experience of Kotzebue and others, whose crews were perfectly healthy, as Mr. Barrow, in his book of Polar Voyages," *assures* us.*

In hastening to conclude these observations, it becomes necessary to point the attention of the reader to the last paper written on the subject in this Review, in order to show the present temperature of our philosophical atmosphere, or catch, even for a moment, the fast-fleeting features of this changeling Proteus of the Quarterly.† "We do not despair," says the critic, "of seeing the

* "It is greatly to the credit of Lieutenant Kotzebue," says Mr. Barrow, "that, after a voyage of *three* years, in every *variety* of *climate*, he has brought back again *every man* of his little crew, with the exception of one who embarked in a *sickly* state."—Page 363, Barrow's Voyages to the Polar Regions.

† 59th No. Quarterly Review—foot note, page 274.

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day when this spirit of enterprize will have conducted some adventurous Englishman to the very northern extremity of the *earth's* axis. To reach the North Pole from the north part of Spitzbergen, with the united aid of a couple of boats, half-decked, and sledges, to carry each other in turns as ice and water may occur, would as *we* conceive, neither be so *difficult*, nor so *dangerous* an enterprize as that which was undertaken and performed by the Russian officer, Baron Wrangle, on sledges alone. From Hacluyt's Headland to the Pole is *only* 600 geographical miles. Allowing a speed of only fifteen miles a day (of twenty-four hours always light), it would only require forty days; so that if a little vessel *like* the *Griper*,* which has already been at Spitzbergen, should arrive there in the beginning of June, the boats might reach the Pole, and return to her with *ease* by the end of August. So little is this of a visionary project, that Captain

* A *nice* little vessel she proved to be, by the accounts of Captains Liddon and Lyon.

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Franklin proposed to undertake it; and indeed there is not a naval officer who has *seen* the ice," [there's the rub] "and knows *what* it *is*, but will admit of its being *feasible*, and who would not cheerfully volunteer to make the attempt!"—We might almost undertake to answer for the Profession, that (such is the enterprizing spirit of British naval officers) rather than remain idle or unemployed, they would "cheerfully volunteer," not only to explore, if it were possible, a much colder place than the Pole, but even attempt the *navigation* of the infernal abyss of Vesuvius. But let us ask the Reviewer what is to become of his 'great Polar *Sea' free* from *ice* near the Pole, if *free* from *land?*" Now, if this is assumed, we fear the half-decked boats, or even the *Griper* herself, would be of little avail in a sea wherein, we are told in a preceding page, that "Baron Wrangle had nearly perished;" and "who had scarcely," says the Reviewer, "advanced five wersts, when a gale of wind broke up the ice all around him, and he found himself on an open sea, tossed about

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on a floe of ice at the *mercy* of the winds and currents, which fortunately drove him at length, half *dead* with cold and hunger, to the Asiatic shore, not far from Behring's Strait." This certainly is rather encouraging intelligence to such as would "cheerfully volunteer to make the attempt."

After what Captain Franklin has already attempted, no one for a moment would question his intrepidity; and though he proposed to undertake an alternate floating and skaiting trip to the Pole, which the Reviewer thinks "could be accomplished with *ease*," yet we are certain the Captain would have undertaken the enterprize far more cheerfully, had the pen-and-ink projector of this pleasurable trip not only volunteered to accompany him, but consented to *lead* the way, instead of affecting, like a finger-post, to *point* it to others.

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TO THE REVIEWERS.

HAVING thrown down the gauntlet, there is little doubt that the chivalrous spirit of the Reviewer to whom so many allusions have been made in this article will be anxious to take it up, and repay the liberties which have been taken with the opinions of one of his privileged knights of the literary lance, by a notice in some future number of the Quarterly Review. Whatever difference may exist in the reader's mind as to the success of our attempt at correctly delineating his sentiments in this paper, there can be none as to the identity of his style, for this plain reason, that it is almost word for word taken *passim* from his own pages, thus:—

"We have no passion for breaking a butterfly on "the wheel; and should not have noticed these little

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" volumes, which form the subject of this article, if it " were not for the insolent temerity with which the " author has attempted to treat, occasionally, subjects " of the gravest nature; such as tactics, discipline, " and corporeal punishment, which certainly require " a more than ordinary acquaintance with professional " topics.

" We really were vain enough to flatter ourselves " that we had partly succeeded in exterminating that " low and illiterate race, vulgarly known by the just " denomination of professional scribblers. A two- " volume *thing*, however, has been thrown on our " table, entitled the 'NAVAL SKETCH-BOOK; OR, THE " SERVICE AFLOAT AND ASHORE,' announced to be " from the pen of an 'Officer of Rank,' an epithet of " some importance, for mere sound sake. Why this " 'officer of rank,' who in all probability is no more " than a Boatswain, could so far, like the bear who " fancied his *forte* was to fly, forget himself, as to " attempt to handle a pen instead of a marlinspike, " we are totally at a loss to conjecture. But that he " should entitle his trash a Sketch-Book, is, we con- " fess, a still greater puzzle. The fact is, this jumble

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" of nautical jargon ' has just about the same preten-
" sion to be called by that title, as Captain Cochrane to
" be termed a pedestrian, Paris the capital of Europe,
" or Mr. Brougham the leader of the Opposition.'

" The work has in some instances merit, because
" the author seems so well versed in the vulgar phrase-
" ology of sailors (no doubt his only associates), that
" it gives to those tales, at which he appears most
" *au fait*, something of an air of truth. But as for
" the papers which treat upon the higher department
" of his profession, we are convinced that, had we time
" (for it cannot be supposed we are deficient in tact,
" on subjects so immediately connected with a long
" popular project of our own, the North-West Passage),
" we should detect the same ignorance upon nautical
" points, that he has betrayed in his absurd political
" assumptions."

After introducing an apt quotation, as he may term it, of half-a-page, to serve the double purposes of setting off by contrast the value of his own observations, and eke out his Quarterly half-sheet quota of contribution, the reviewer will be found indignantly exclaiming—

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" ———— Can absurdity go beyond this?
" We might be forgiven if we stopped here, and rested
" our judgment of the whole book on this single speci-
" men, which our readers see was not selected for its
" own especial qualities, but incidentally met with
" while we were following another topic. Need we
" write another syllable? '*Out of thy own mouth shalt*
" *thou be judged:*' and here, if the wretched author were
" alone concerned, we should leave him; but truth, and
" justice to others, obliges us to conclude with a re-
" mark on the vulgarity of style with which this officer,
" who treats his reader with a chapter on cant in con-
" versation, often fills his pages. Passing over with a
" charitable silence, which however is scarcely excusa-
" ble in us as protectors of the public morals, that part
" of the work which 'consists of anecdotes, in which
" the writer is rather exuberant, and which, we shall
" only remark, are pointless, insipid, and frequently
" low and filthy,' we cannot too strongly express our
" reprehension of the introduction into his galley stories,
" which purport to be the genuine epics, or descriptive
" poetry of a tar round the galley fire in the intervals
" of watch, various slang terms and corruptions of lan-

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" guage such as ' howsomever,'—' never no more '—
" ' dientical '—' shipping a bagnet '—' it 'ill gee'—' sky-
" larking'—' axes us'—' running the rig'—and similar
" flowers of rhetoric scarcely worthy of Lady Morgan
" herself."

Although it would not be without a precedent that the author should have sent the Edinburgh Reviewers a criticism of his own work, he has preferred the simple process of making an adaptation from the pages of that critical authority of some ten or twenty years back. This acknowledgment will preserve him from the imputation of affecting to be learned on trifles. The lore will soon be detected by intelligent readers to be all their own.

" It is recorded in the first chapter of the Orlando
" Inamorato, that the Enchanter Malagisa, being tired
" of his company, opened his wonderful quarto; and
" before he had read the first page, laid four huge
" giants at his feet.

' *Ne ancor havea il primo foglio volto*'
' *Che gia ciascun nel sonno era sepolto.*'

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" We suspect that the gallant author of the volumes " before us has taken a leaf out of this book; for with- " out pretending to claim any kindred with Bocardo's " 'quartre demonii,' we have sunk so often, during our " perusal of these Sketches, under the narcotic spell, " as to be seriously afraid of overpowering our readers " by the extraction of too potent a specimen, and " forcing them to anticipate those nods over our review " which we wish them to reserve for the octavos them- " selves. Indeed, we feel ourselves at this moment " very much in the state of the mutilated painter in " the Arcadia, who returned from battle perfectly well " qualified by his observations to represent a fight, " but without hands to execute the picture: for though " entirely *familiar* with the *ingredients* and *properties* " of *these* volumes, we have lingered so long within " the magic circle, as to be doubtful whether we have " animation enough left to be capable of giving any " legible account of their contents. To refer our " readers to the work itself, would be making them " pay rather dear for an unpleasant truth; and we " trust, after all, that they will be satisfied with the " fin which we shall present to them of this triton;

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" warning them, at the same time, not to conclude that, " if the tail is of clay, the other parts of this amphibious " image are composed of silver or gold, or any other " precious metal.

" We will not enter into a regular examination of " the author's philological qualifications, *ce n'est pas* " *l'affaire des honnêtes gens :* yet we really cannot pass " over this officer's presumption, in taking upon him- " self the arduous task of criticising others. The author " says something in his preface about the profession " being glad that their works are to be reviewed by " men capable of doing them justice. 'We beg leave to " put this gentleman right.'—'It is *our duty* to do *jus-* " *tice* to literary aspirants.'—'If authors in quarto and " octavo are to review each other, what, we would ask, " is to become of us, whose natural aliment is the " blood and blunders of book-makers?' This officer " has not considered the matter, or a 'person of his " importance would never have stooped to play the " part of an interpolator in our humble calling.' We " will also tell this officer more: 'he will not make " a good reviewer; and from his specimen, we should " certainly decline taking him into *our* employment

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" on any terms.'—' He has too much gall and too little " vigour for our purposes.' He would be getting us " perpetually into scrapes; and could help but little, " we suspect, in getting us out of them. We should " have been not a little embarrassed, at least, if the " following sentence had appeared originally in any of " *our* pages :—

" The grappling was soon weighed; I was *bundled* in by the " bowman, and, to use his expression, the barge was 'shoved " alongside of the *barky* in the *twinkling* of a *bed-post*.'

" That we may not be suspected, however, of feel- " ing more jealousy of this officer's critical qualifications " than we really do, we shall carry this review of the " reviewer no farther, but leave him and his work to " partake of that repose which they have so liberally " bestowed on their readers."

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APPENDIX.

NAVAL EVENTS

SINCE THE

ACCESSION OF GEORGE III. IN 1760.

In order to corroborate many of the statements made, and give the reader an opportunity of comparing dates of transactions alluded to, a short though authentic series of Naval Events, since the year 1760, is subjoined, as a substitute for the obvious deficiencies observable in other naval annals. The attempt will not be considered inadvisable or inexpedient; either by general readers, who cannot be expected to have an intimate acquaintance with such details; or by professional men, who will still have frequent reason to regret the want of a more accurate and detailed chronological series of actions, accidents, and occurrences, which may have pointed out the errors of the old systems, stimulated scientific research, or given birth to the valuable practical improvements of the present day.

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1761.

FEBRUARY 13.—Rodney and Moncton take Martinico; Grenada also surrenders to the British.

MARCH 21.—The *Hermione* (Spanish galleon) captured.

APRIL 8.—A bill passed in Parliament for the discovery of the longitude.

JUNE 24.—Newfoundland taken by the French.

OCTOBER 6.—Manilla, the capital of the Phillippine Isles, reduced by Admiral Cornish and General Sir William Draper.

———— Admiral Keppel captured three French frigates and convoy.

1763.

FEBRUARY 10.—A general peace between France, Spain, Great Britain, and Portugal, concluded at Paris.

MARCH 22.—Peace proclaimed in London.

1764.

DECEMBER 26.—The British Parliament grants £10,000 to Mr. Harrison, for his time-piece for discovering the longitude.

1765.

Otaheite, in the South Seas, discovered.

1766.

MAY 9.—Commodore Byron returned from a voyage round the world.

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1768.

MAY 20.—Captain Wallis returns from his voyage round the world.

JULY 30.—Captain Cook, Mr. Banks, and Dr. Solander, embark to sail round the world.

NOVEMBER.—American colonies begin to be dissatisfied with the British Government.

1770.

JULY 27.—A fire in the dock-yard at Portsmouth, which damaged to the value of £150,000.

1771.

AUGUST.—Return of Captain Cook from a voyage round the world.

——— *Aurora* frigate lost in this year, and never heard of since. The celebrated Faulkner, the poet, served on board as purser.

1772.

JULY 13.—Captain Cook sails from England, to explore the southern hemisphere.

1773.

JUNE.—Grand naval review at Portsmouth.

—— North-West Passage attempted by Captain Phipps, afterwards Lord Mulgrave.

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1775.

APRIL 19.—Hostilities between the Royalists and Americans first took place at Lexington.

——— War declared against North America.

JULY 29.—Captain Cook returns from the southern hemisphere.

1776.

JULY 4.—Congress declares the Americans free and independent people; disclaims all allegiance to the crown of England.

——— Captains Cook and Clerk attempt a North-East Passage *viâ* "Behring's Strait," and Lieutenant Pickersgill a North-West Passage *viâ* "Davis's Strait."

DECEMBER 6.—Rope-house in Portsmouth dock-yard burnt by an incendiary, known by the name of *Jack* the Painter.

1777.

MARCH 7.—*Jack* the Painter hanged at Portsmouth.

1778.

FEBRUARY 6.—France concludes a treaty with America. Alliance between the States and Louis XVI.

——— Declaration of war against France.

JULY 27.—The French fleet, under Chartres, and the English, under Keppel, engage within sight of Brest; the action

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was undecisive. Keppel, however, was afterwards tried by a court-martial, and honourably acquitted.

OCTOBER.—Pondicherry surrenders to Admiral Vernon and General Munro.

DECEMBER 28.—The *London* (East-Indiaman) run down by the *Russel* (seventy-four); one hundred persons perished.

1779.

FEBRUARY.—Captain Cook killed by the natives of Owhyhee.

———— War declared against Spain.

JULY 8.—Spaniards commence the siege of Gibraltar.

OCTOBER 6.—The gallant Captain Farmer lost his life in the *Quebec* frigate, blown up in an engagement with a French frigate, after a contest of three hours and a half.

1780.

JANUARY 8.—Admiral Rodney captures twenty-two sail of Spanish ships; and on the 16th defeats Langara, takes five sail of the line, and destroys two others.

AUGUST 9.—Five British East-Indiamen and fifty sail of merchantmen captured by the combined fleets of France and Spain.

SEPTEMBER 23.—Gallant action between Captain Pearson, of the *Seraphis*, and Paul Jones.

DECEMBER 2.—British Government declares war against the Dutch.

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1781.

FEBRUARY 2.—The Dutch island of Eustatia taken by Admiral Rodney and General Vaughan; retaken by the French 17th November.

MARCH 14.—Demerara and Essequibo, two Dutch islands, captured by Rodney.

AUGUST 8.—An obstinate but undecisive engagement between the British fleet, under Parker, and the Dutch, under Zoutman, off the Dogger-Bank. The *Hollandia* (Dutch 74), subsequently sunk, when her pendant was brought on board to Admiral Parker by Captain Patton,

1782.

FEBRUARY 14.—Sir Samuel Hood attacked by the French fleet (of superior force), off the island of St. Christopher's; battle undecisive.

——— 17.—An undecisive engagement between Sir Edw. Hughes and the French fleet in the East-Indies.

APRIL 12.—Admiral Rodney gains a complete victory over the French in the West-Indies; captures the French Admiral De Grasse.

JUNE 28.—The *Royal George* (110) *overset* at Portsmouth while receiving a parliament heel, by which misfortune Admiral Kempenfelt, with most of the crew, were lost. There were upwards of 500 women on board; 500 of

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the crew, and upwards of 200 females, perished by this melancholy event.

AUGUST.—*Swan* (sloop of war) *lost* off Waterford; 130 persons perished.

OCTOBER 20.—Action off Gibraltar, between the English fleet, under Lord Howe, and the combined fleets of France and Spain; the British fleet consisted of 34 ships of the line, the enemy's, 46; undecisive.

1783.

SEPTEMBER 3.—Ratification of peace between Britain, France, Spain, and America.

1790.

The *Guardian*, Lieutenant Rio, providentially preserved from shipwreck on an island of ice; arrived at the Cape of Good Hope, February 24th.

1793.

FRENCH REVOLUTIONARY WAR.

FEBRUARY 1.—The French Convention declares war against Great Britain and her ally, the United Provinces.

——— 3.—French enter Holland.

——— 25.—Expedition under the Duke of York sailed for Holland.

APRIL 14.—Sir John Lafory takes the island of Tobago.

JUNE 19.—*La Cléopatre* (French frigate) taken by *La Nymphe* (thirty-six), Captain Edward Pellew.

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AUGUST 27.—The inhabitants of Toulon surrender that city, with the arsenal and shipping in the harbour, to Lord Hood, commander of the British squadron.

SEPTEMBER 6.—Siege of Dunkirk.

OCTOBER 29.—*La Réunion* (French frigate of thirty-eight guns) taken by the *Crescent* (thirty-six), Sir James Saumarez. One hundred and twenty were killed and wounded out of three hundred and twenty of the enemy; not a man hurt in the *Crescent*.

DECEMBER 29.—Toulon abandoned, after setting fire to the arsenal and shipping.

This and the following year, Vancouvre, the celebrated circumnavigator, visits the north-west coast of America.

1794.

APRIL.—*La Pomone* and *La Babet* captured by Sir John Warren's squadron; also *L'Engageant*, singly, by Sir Richard Strachan, in *La Concorde*.

MAY 16.—French fleet sails from Brest.

JUNE 1.—Defeat of French fleet by Lord Howe.

—— 17.—Action between the *Romney*, Hon. Captain Paget, and *La Sybille*; the latter captured.

—— 21.—Action between *L'Artois*, Sir E. Nagle, and *La Révolutionnaire*; latter captured.

NOVEMBER 6.—*Alexander* (seventy-four) taken by a French squadron.

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1795.

JANUARY 5.—Gallant and desperate action fought in the West-Indies between *La Blanch* (British) and *La Pique*, (French frigate); the latter was taken, but Captain Faulkner, of *La Blanch*, was killed.

MARCH 8.—Sir Edward Pellew takes and destroys twenty-two sail of French transports.

——— 12.—Capture of the *Berwick* (seventy-four) by the French fleet; Captain Littlejohn killed in defending his ship.

APRIL 29.—The *Astrea* (thirty-two), Lord Henry Paulett, captures, after a smart action, *La Gloire* (thirty-six).

MAY 1.—*Boyne* (ninety-eight), Captain Grey, destroyed by fire at Spithead.

JUNE 16.—A British squadron under Vice Admiral Cornwallis, retreat from a French fleet.

—— 22.—Lord Bridport, in a running fight off L'Orient, captures the *Alexander* (formerly British), *Formidable*, and *Tigre* (French line-of-battle ships).

—— 24.—*Le Minerve* (French frigate) captured by the *Dido*, Captain Towry, and *Lowestoffe*, Captain Middleton; *L'Artemise*, consort to *La Minerve*, escapes.

JULY 4.—The English expedition arrives at Quiberon.

—— 14.—English expedition arrives at the Cape of Good Hope.

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AUGUST 26.—French ships cut out from Alassio and Languelia, by Captain Nelson.

SEPTEMBER 15.—War declared by Great Britain against Holland.

———— 16.—Cape of Good Hope surrenders to the British Admiral, Lord Keith.

1796.

FEBRUARY.—*Loss* of his Majesty's ship *Leda* (thirty-six), Captain Woodley, supposed to have upset in a violent squall off Madeira; crew perished all but seven.

———— 17.—Capture of Negombo, Columbo, by Captain A. H. Gardner.

———————— Capture of the islands of Amboyna and Banda, by Admiral Rainier.

MARCH 13.—The French National frigate *Unité* captured by Sir Edward Pellew's squadron; and, on the 28th, *La Virginie* (forty-four).

APRIL 18.—Sir Sidney Smith captured by the French.

JUNE.—H.M. ship *Dryad* (thirty-six), Lord A. Beauclerk, captures, after a sharp action, *La Proserpine* (French frigate), of thirty-eight guns.

JULY 16.—Gallant engagement sustained between the *Glatton* (sixty-four), Captain Trollop, and an enemy's squadron of six frigates; latter beaten off.

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AUGUST 17.—Dutch fleet in Saldanah Bay surrenders to the British.

——— *Thames* and *Tribune* taken by Sir Thomas Williams in the *Unicorn*, and Captain Martin in the *Santa Margarita*.

——— 22.—Sir John Warren's squadron takes *L'Etoile* French frigate.

SEPTEMBER 22.—Awful and sudden explosion of the *Amphion*, Captain J. Pellew, in Hamoaze Harbour; Captain, First Lieutenant, and a few of the ship's company saved.

DECEMBER 10.—Loss of the *Courageux* (seventy-four), on the Barbary coast; between four and five hundred of the crew perished.

——— 13.—*La Vestale*, French frigate of superior force, captured after a severe action by the *Terpsichore* (thirty-two), Captain Richard Bowen.

——— 14. A French fleet, with 20,000 soldiers, anchors in Bantry Bay, in Ireland; but dispersed by a gale of wind with considerable loss.

——— 19. Gallant action between the *Minerve* (thirty-six), Commodore Nelson, (Captain George Cockburn), and two Spanish frigates; *Minerve* takes one, and beats off the other. Prize recaptured by Spanish fleet; *Minerve* narrowly escapes.

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1797.

JANUARY 13.—Sir Edward Pellew, in company with his Majesty's ship *Amazon*, Captain Reynolds, drives on shore *Le Droit de L'Homme* (French 74), off the Penmarks—crew of the latter perished; *Amazon* lost upon the same occasion—crew of the latter saved all but six.

——— 28.—A telegraph erected on the Admiralty.

——— The *St. Fiorenzo* (thirty-eight), Captain Sir H. Neale, and the *Nymph* (thirty-six), Capt. Cook, capture, after a short action, *La Résistance* and *La Constance*, French frigates of superior force.

FEBRUARY 14.—Sir John Jervis defeats the Spanish fleet off Cape St. Vincent.

——— 17.—Five Spanish ships of war burnt and captured in Shagaramus Bay, by a British squadron under Admiral H. Harvey.

APRIL 14.—An alarming mutiny in the Channel fleet at Spithead, but suppressed; the grievances complained of were redressed.

MAY 12.—Mutiny at the Nore, in the North-Sea fleet, suppressed by the firmness and activity of Government.

JUNE 30.—Parker, chief of the mutineers, hanged at Sheerness.

JULY 15.—Failure of the expedition against Teneriffe; Nelson loses an arm; Captain Bowen, of the *Terpsichore*, killed.

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AUGUST 16.—A Dutch fleet surrenders to Admiral Elphinstone (Lord Keith) in Saldanah Bay.

SEPTEMBER 21.—The crew of the *Hermione*, Capt. Pigott, mutiny—murder the Captain and most of the officers; succeed in carrying the ship into a Spanish port.

OCTOBER 10.—Admiral Duncan defeats the Dutch fleet off the coast of Holland, taking nine sail of the line.

DECEMBER 19.—A general thanksgiving for the victories of Howe, St. Vincent, and Duncan.

1798.

JANUARY.—Loss of his Majesty's ship *Colossus* (seventy-four), Captain George Murray, off Scilly; crew saved.

MAY 18.—Expedition sails, for destroying the canal of Bruges, under Sir H. Popham.

—— 20.—Buonaparte sails from Toulon.

—— 21.—*L'Hercule* (French seventy-four) taken, after a severely contested action, by the *Mars* (seventy-four), Captain Hood; Capt. H. mortally wounded.

—— 24.—Sir Sidney Smith escapes from France.

JUNE 12.—Buonaparte seizes Malta.

—— 30.———— arrives at Alexandria.

—— Sir Francis Laforey, in the *Hydra* (thirty-eight), drives on shore a French frigate, a corvette, and a cutter; all destroyed by the enemy.

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JULY 15.—H.M. ship *Lion* (sixty-four), Capt. Manly Dixon, engages four Spanish frigates off Carthagena; takes the *Santa Dorethea* (thirty-six); other three escape.

—— 24. *Loss* of his Majesty's ship *Resistance*, Captain E. Pakenham; ship blown up in the Straits of Banca; crew perished all but four.

AUGUST 1.—Admiral Nelson defeats the French fleet at the Nile: Bruyx, the French Admiral, killed; his flag-ship, *L'Orient*, blows up, and of sixteen sail of the line nine are captured.

——— 16.—*Leander* (fifty guns), Captain Sir T. Thompson, taken by *Le Généreux* (seventy-four), off the island of Candia; Captain E. Berry, aboard *Leander* (fifty), charged with despatches of the battle of the Nile.

——— The boats of the *Melpomene*, under the command of Lieutenant Shortland, accompanied by those of the *Childers*, cut out from Abreverack a national brig of twelve guns and seventy-nine men.

OCTOBER 6.—Admiral Nelson created a Peer.

——— 12.—Sir J. B. Warren defeats, off the coast of Ireland, a French squadron destined for the invasion of that country; takes *La Hoche* (eighty-four) and three frigates.

———*Loire*, French frigate, taken by the *Anson*, Captain P. C. Durham.

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OCTOBER.—*Fisgard*, Captain T. B. Martin, captures *L'Immortalité*, French (thirty-eight).

——— *Resolue*, French frigate, taken by the *Melampus*, Captain G. Moore.

——— 28.—Island of Goza taken by the English.

NOVEMBER 15.—The island of Minorca surrenders to the English.

1799.

FEBRUARY 28.—Capture of *La Forte*, French frigate (of fifty guns), by *La Sybille* (forty-four), British; *Captain Cook* mortally wounded.

MAY 20.—Sir Sidney Smith having repulsed Buonaparte in his attempt on St. Jean D'Acre, the latter raises the siege, after having the trenches open against it for sixty days.

AUGUST 13.—English expedition sails against Holland.

——— 20.—Surinam surrenders to the British.

——— 24.—Buonaparte embarks in Egypt for France, and escapes all the cruizers of the British.

——— 30.—The Dutch fleet in the Texel surrenders to the British under Admiral Mitchell, on his taking the Helder.

SEPTEMBER 2.—Sir Edward Hamilton cuts out, in the most gallant manner, the *Hermione* (Spanish frigate) with his boats.

——— 20.—*Rome* capitulates to a *British* fleet.

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OCTOBER 15.—Two Spanish frigates *(galleons)* taken by a British squadron of frigates.

——— 18.—Treaty for the evacuation of Holland by the British.

——— 19.—*Loss* of his Majesty's ship *Impregnable* (ninety-eight), near Chichester Harbour; crew saved.

NOVEMBER 6.—Melancholy *loss* of the *Sceptre* (sixty-four) in Table-Bay (Cape of Good Hope); upwards of three hundred and fifty of her crew perished.

DECEMBER 11.—The *Trincomalee* (sloop of war) blown up in the Gulf of Persia, when in action with a French ship of superior force—*Trincomalee*'s opponent, so shook by the explosion, sunk shortly after—one hundred and fifteen of her crew perished.

1800.

MARCH 17.—The *Queen Charlotte*, of one hundred and ten guns, blown up at Leghorn, when Captain Todd and eight hundred of her crew perished.

——— 30.—The French eighty-four gun ship *Guillaume Tell* taken, after a severe resistance, by a British squadron in the Mediterranean.

APRIL 5.—Capture of Goree by a squadron under Sir Charles Hamilton in the *Melpomene*.

MAY 21.—Bombardment of Genoa by the English fleet.

JULY 7.—Capture of the *Désirée* (French frigate).

AUGUST 25.—The English effect a landing at Ferrol.

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SEPTEMBER 5.—Malta surrenders to a British squadron.

OCTOBER 6.—English fleet summons Cadiz.

NOVEMBER 27.—mbargo laid by Russia on British property.

——— 27.—Confederation in the North between Russia, Prussia, Sweden, and Denmark.

1801.

JANUARY 1.—English squadron destined for Egypt assemble at Marmoriel.

——— 28.—Embargo on Danish, Russian, and Swedish vessels.

FEBRUARY 10.—Capture of the French frigate *L'Alfricaine* (forty-four) by the *Phœbe* (thirty-six), Sir Robt. Barlowe.

——— 23.—Lord Keith sails for Egypt.

MARCH 7.—Arrives at Aboukir; on the 8th, 17,000 British troops, under Sir Ralph Abercrombie, landed.

———17.—*Invincible* (seventy-four), Admiral Totty, lost off Yarmouth; nearly all her crew perished; Admiral saved.

———28.—Sir Ralph Abercrombie, after defeating the French at Aboukir, dies from his wounds on board Lord Keith's ship.

APRIL 2.—Lord Nelson arrives with a British fleet in the Sound; on the 4th he captures the Danish Navy, bombards Copenhagen, and obliges their government to enter into an armistice, which puts an end to the armed neutrality of the North.

MAY 6.—Gallant exploit of Lord Cochrane in the *Speedy*

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sloop; boards and carries *El Gamo* (Spanish xebec frigate of thirty-two guns and three hundred and nine men).

JUNE 24.—The *Swiftsure* (British seventy-four) taken by a French squadron.

JULY 6.—Sir James Saumarez attacks an enemy's squadron at anchor off Algesiras: is repulsed, and loses the *Hannibal* (seventy-four) by grounding under the batteries.

—— 12.—Sir James Saumarez, after refitting in Gibraltar, attacks the French and Spanish combined squadron of ten sail of the line with only *five* British battle ships! Defeats the enemy, and two Spanish three-deckers blow up after engaging the *Superb* (seventy-four), Captain Keats.

AUGUST 16.—Boulogne expedition, under Lord Nelson, repulsed.

SEPTEMBER 2.—Alexandria, in Egypt, surrenders to the English.

OCTOBER 1.—Preliminaries of peace signed between England and France.

DECEMBER.—Mutiny on board the *Téméraire*, *Vengeance*,* and *Formidable*, in Bantry Bay.

* It could not be called a mutiny on board the Vengeance, for where Captain Duff ordered the crew (upon their coming aft, to know were the ship was going) to their duty, they instantly obeyed.

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DECEMBER 18.—Sir Sidney Smith received the freedom of London and a valuable sword.

1802.

JANUARY 4.—Seven of the mutineers of his Majesty's ship *Téméraire* hanged at Spithead.

MARCH 27.—Treaty of Amiens signed.

1803.

MARCH 26.—*Loss* of his Majesty's ship *La Déterminée* (twenty-four), Captain Becher; crew saved, with the exception of a midshipman and a few soldiers.

MAY 8.—Colonel Montgomery killed in a duel by Captain Macnamara, R.N.

—— 12.—War declared against France.

—— 15. ———— against Holland.

JUNE 22.—St. Lucie taken by the English.

—— 30.—Tobago taken by the English.

SEPTEMBER 19.—The Dutch settlements of Surinam, Demerara, and Essequibo, surrender to the British.

DECEMBER 14.—*Loss* of the *Shannon* frigate on the French coast.

———— *Loss* of his Majesty's ship *Magnificent* (seventy-four), Captain Jervis, off the Black Rocks; crew saved; part made prisoners.

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1804.

JANUARY 19.—Surrender of the whole of the French force at St. Domingo to the negroes, and of their ships to the British commander.

MARCH 10.—Lord Camelford killed in a duel.

——— 15.—Stone expedition sails for Boulogne.

APRIL 2.—*Apollo* frigate lost off the coast of Portugal; Captain Dixon and the majority of her crew perished.

MAY 20.—Buonaparte proclaimed Emperor of the French.

——— Captain Wright, of the *Vincenza*, captured and imprisoned in the Temple at Paris.

JUNE 22.—Linois' squadron unable to make any impression on the China fleet,

—— 22.—Three English frigates engage four Spanish; capture three, and destroy the fourth.

JULY.—The boats of his Majesty's ships *Narcissus*, *Seahorse*, and *Maidstone*, under the command of Lieutenant Thompson, destroy several vessels from under the forts of La Vendeur; Lieutenant Lumly loses his left arm.

OCTOBER 5.—Captain G. Moore, with a squadron of four frigates, fell in with an equal number of Spanish ships of war near Cadiz; captures three, and fourth blew up (two galleons).

NOVEMBER 19.—His Majesty's ship *Romney* (fifty-guns), Lord Colville, lost off the Texel; crew saved.

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DECEMBER 12.—The court of Madrid declares war against England.

1805.

JANUARY 12.—His Majesty's ship *Doris* (thirty-six), Captain Pat. Campbell, *lost* near Quiberon-bay; crew saved.

——— 15.—French squadron sail from Toulon.

FEBRUARY 4.—The *Acheron* bomb, and the *Arrow*, taken by two French frigates.

——— A French squadron sails from Rochfort for the West-Indies.

——— 17.—The *Cleopatra* taken by the *Ville de Milan* French frigate (superior force).

——— 23.—*Cleopatra* recaptured, and *Ville de Milan* taken by the *Leander*, Captain Talbot.

MARCH 29.—The Toulon fleet sails, consisting of eleven sail of the line and six frigates.

APRIL 10.—The French and Spanish fleets form a junction at Cadiz.

——— Lord Melville resigns his office as First Lord of the Admiralty, in consequence of certain resolutions against his Lordship, moved by Mr. Whitbread, in the House of Commons.

——— 30.—Admiral Sir Charles Middleton created a Baron of Great Britain, by the title of Lord Barham, and ap-

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pointed to succeed Lord Melville as First Lord of the Admiralty.

MAY 6.—Lord Nelson passes the Gut of Gibraltar in pursuit of the French fleet.

JUNE 3.—He arrives at Barbadoes.

JULY 19.—The *Blanche* (thirty-six), Captain Mudge, captured in the West-Indies.

—— 22.—Sir Robert Calder engages the combined fleets of France and Spain, off Ferrol, and captures two Spanish ships of the line; action by hostile fleets not renewed or attempted.

AUGUST 6.—Combined fleets enter Ferrol.

——— 10.—Gallant and severe action between the *Phœnix* (thirty-six), Captain T. Baker, and the *Didon*, French forty-four; latter captured.

——— 21.—The combined fleets enter Cadiz.

——— 22. French fleet (out of Brest) attacked under their own batteries by Admiral Cornwallis's fleet; former beat back into Brest. Admiral Cornwallis received on the occasion a contusion in the chest from a splinter.

——— 25.—Sir Sidney Smith attempts to burn the Boulogne flotilla with catamarans.

——— 26.—Junction of the British fleets off Cadiz, under Admirals Collingwood and Calder.

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SEPTEMBER 4.—The pay of naval lieutenants increased.

——— 15.—Lord Nelson sails in the *Victory* from Portsmouth to assume the command of the fleet off Cadiz.

——— 27.—The *Calcutta* captured by a French squadron.

——— 29.—Lord Nelson arrives off Cadiz.

OCTOBER 10.—The Rochfort squadron captures part of the Oporto convoy.

——— 21.—Glorious victory off Cape Trafalgar; Lord Nelson, Captains Cook and Duff, killed in the action.

NOVEMBER 4.—Four French ships of the line, which had escaped from the battle of Trafalgar, taken by Sir Richard Strachan, off Cape Ortegal.

——— 24.—*La Libre* (French frigate of forty guns) taken by *La Loire* and *Egyptienne*.

DECEMBER 4.—The *Victory* arrives at Portsmouth with the remains of the hero of the Nile and Trafalgar.

——— 26.—Sir Robert Calder reprimanded by sentence of a court-martial for not renewing his engagement with the combined fleets.

1806.

JANUARY 9.—Public funeral of Lord Nelson at St. Paul's.

——— 10.—Cape of Good Hope surrenders to the British, under the co-operative forces of Sir David Baird and Sir Home Popham.

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FEBRUARY 6.—Sir John Duckworth, with Sir Alexander Cochrane and Sir John Louis under his orders, defeat a French squadron near St. Domingo, taking three sail of the line, and destroying two others.

——— 6.—Lord Howick succeeds Lord Barham as First Lord of the Admiralty.

MARCH.—The boats of his Majesty's ship *Egyptienne* cut out from the harbour of Muros a large frigate-built privateer, pierced for thirty-guns.

——— 6.—*Volontaire* (French frigate) taken by Sir Home Popham at the Cape.

——— 13.—The *Marengo* (eighty-four), and *Belle Poule* (thirty-eight), part of Admiral Linois' detached squadron, taken by the *London* (ninety-eight), Sir Harry Neale, and the *Amazon* (thirty-six), Captain Parker, in company with Sir John Warren.

APRIL 29.—Viscount Melville's trial commenced at Westminster Hall.

JUNE 24.—A British force, under Sir Home Popham and General Beresford, landed near Buenos Ayres, in South America; and on the 28th of July that place surrenders.

JULY — The *Cæsar* (eighteen-guns), cut out from Verdun roads by the boats of the blockading squadron under the

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orders of Lieut Sibley. Lieut Sibley and thirty-six men wounded.

JULY.—The boats of his Majesty's ship *Franchise* (thirty-six), Captain Dashwood, under the orders of Lieutenants J. Fleming and J. P. Douglas, accompanied by Lieutenant Mands of the Marines, gallantly cut out of Campeachy the *Raposa*, Spanish brig, pierced for sixteen guns; twelve mounted.

—— 1.—The French squadron, to which Jerome Buonaparte belonged, sailed from Martinique; on the 6th, Admiral Cochrane came in sight of the enemy off St. Thomas's, but the enemy stood to the westward; and the very inferior force of the British Admiral not permitting him to pursue them, no action took place.

—— 15.—The *Guerrière* (French forty-four) taken by the *Blanche* (thirty-eight), formerly *Amphitrite*, commanded by Sir Thomas Lovie.

AUGUST 12.—*Le Rhin* (forty-four) taken by the *Mars* (seventy-four), Captain Oliver.

——— 23.—Brilliant naval achievement by his Majesty's ships *Arethusa* and *Anson*, under the orders of Sir Charles Brisbane, in an attack on the enemy near Moro Castle, in the island of Cuba; the Spanish frigate *Pomana*, of thirty-eight guns and three hundred and forty-seven men, being captured, and twelve twenty-

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four pounder gun-boats destroyed, each containing one hundred men.

SEPTEMBER.—The boats of H.M. ship *Terpsichore* (thirty-two) Capt. Bathurst, under the command of Lieut. A. L. R. Collins, accompanied by Lieuts. Laurence and Sweet of the Marines, cut out from the port of St. Dennis, in the Isle of Bourbon, *La Turliviette*, French corvette, pierced for eighteen guns, two mounted.

——— 25.—Four French frigates taken off Rochfort by a squadron under Sir Samuel Hood; Sir Samuel loses his right arm on the occasion.

——— 26.—*Le Président* (French forty-four) taken in the West-Indies by Sir John Louis's squadron.

OCTOBER.—His Majesty's ship *Caroline* (thirty-six), Captain Rainier, captures, after a severe action, in Batavia Roads, the *Maria* (Dutch frigate), of thirty-six guns.

——— 14.—*Loss* of His Majesty's frigate *Constance*, Captain Burrows, off St. Maloe's, in consequence of a gallant enterprize. The *Constance* having pursued the French frigate *Salamander* under the French batteries, maintained a long and vigorous action with them, the enemy's frigate, and gun-boats. The *Salamander* was captured and brought off, but sunk after taking out her crew; after which the *Constance* drifted on shore, and was taken possession of by the enemy; Captain Burrows and great part of the crew killed.

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OCTOBER 20.—*Loss* of his Majesty's ship *Athénienne* (thirty six), with Captain Raynsford and three hundred and forty-seven of the crew, on the Squirks sunken rocks in the Mediterranean.

1807.

JANUARY 1.—Capture of the Dutch island of Curaçoa, by Sir Charles Brisbane.

——— 14.—His Majesty's ship *Ajax* (eighty-four), Hon. Captain Blackwood, destroyed by fire off the island of Tenedos; Captain, majority of the officers, and two hundred and eighty-nine seamen and marines, saved.

——— 21.—The *Lynx* (French corvette, of fourteen guns and one hundred and ninety-five men), captured, after a severe and gallant contest, by the *boats* of his Majesty's ship *Galatea*, under Lieutenant Coombe; Lieutenant Walker killed on the occasion.

FEBRUARY 19.—A British squadron, under Sir John Duckworth, forces the passage of the Dardanelles, and takes and destroys the Turkish squadron.

MARCH 1.—His Majesty's ship *Blenheim* (seventy-four), Sir Thomas Troubridge, and *Java* frigate, supposed to have foundered in a hurricane off the Mauritius.

MAY.—Lord Cochrane returned for Westminster.

SEPTEMBER 2.—The city of Copenhagen and the Danish fleet surrendered to Lord Cathcart and Admiral Gambier; eighteen sail of the line and fifteen frigates captured.

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NOVEMBER 28.—*Loss* of his Majesty's ship *Boreas*, Captain Scott, with her commander and the greater part of her crew, on the Hannois rocks, near Guernsey.

DECEMBER 1.—Russia declares war against England.

——— 13.—*Robert Jeffry* landed on the island of Sombrero by Captain William Lake; February 1810, Captain L. dismissed for the same by sentence of a court-martial.

——— 29.—Loss of his Majesty's ship *Anson* (forty-four), wrecked on the coast of Cornwall; Captain Lydiard, with many of the officers and crew, perished.

Number of seamen in the Royal Navy this year, 130,000.

1808.

JANUARY 18.—*Loss* of his Majesty's ship *Flora* (thirty-six), in the North Seas; crew saved.

MARCH 8.—The *Piedmontaise* (French forty-four) captured in the Indian Seas, after a desperately-fought action, by his Majesty's ship *St. Fiorenzo* (thirty-six); Captain Hardinge killed.

——— 25.—The *Danish* seventy-four *Prince Christian Frederick* destroyed on the coast of Jutland, after a running fight, by his Majesty's ships *Stately* and *Nassau*, Captains G. Parker and Campbell.

APRIL 4—Gallant attack on an enemy's convoy, from under the batteries of Rota, by a squadron under Sir Murray Maxwell in the *Alceste*.

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APRIL 16.—Captain Shipley, of the *Nymph*, killed in an unsuccessful attempt to cut out an enemy's vessel from the mouth of the Tagus.

MAY 20.—Capture of the Dutch frigate *Guelderland* (thirty-six), by his Majesty's ship *Virginie* (thirty-six), Captain Brace, after an action of an hour and a half.

—— 25.—Captain Bettesworth, of his Majesty's ship *Tartar*, killed in endeavouring to cut out one of the enemy's East-Indiamen from Bergem.

JUNE 14.—French squadron in Cadiz surrenders to the Spanish patriots.

JULY 5.—A Turkish frigate, of fifty-two guns and five hundred men, captured in the Adriatic by his Majesty's ship *Sea-Horse* (thirty-six), Captain Stuart.

SEPTEMBER 4.—A Russian fleet in the Tagus surrenders to the English.

———— 10.—*Thetis* (forty-four), French frigate, captured, after a severe engagement, by the *Amethyst* (thirty-six), Captain Michael Seymour.

NOVEMBER 29.—Captain Coombe, of the *Heureux*, killed in the moment of victory, when destroying the enemy's armed vessels and batteries in Mahant Bay (Guadaloupe).

DECEMBER 5.—*Loss* of his Majesty's ship *Crescent* (thirty-six), Captain Temple, on the coast of Jutland; Captain

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and most of the officers, with two hundred and twenty men, perished; sixty saved.

Naval force at the close of this year—*in Commission*, 627—*Building*, 66.

1809.

JANUARY 1.—The *Manly* (Dutch national brig of sixteen guns) captured, after a close action, by the *Onyx* (ten), Captain Gill.

——— 22.—*Loss* of his Majesty's brig *Primrose* (eighteen), Captain Mien, on the Manacles rocks, Falmouth; crew perished, all but one boy.

——— 23.—French frigate *Topaze* (forty-four guns) captured by a squadron under the orders of Captain Maude, of his Majesty's ship *Jason*; *Topaze* principally engaged by the *Cleopatra*, Captain Peechell.

FEBRUARY 10.—French frigate *Hebe* captured by *La Loire* (British).

——— 19.—*Le Junon*, French frigate, taken.

——— 23.—Martinique captured by the British.

APRIL 6.—French frigate *Niemen* (forty-four), taken, after a gallant action, by the *Amethyst* (thirty-six), Captain Michael Seymour.

——— 12.—Lord Cochrane destroys four French line-of-battle ships in Basque Roads, under the orders of Lord Gambier.

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MAY 23.—Admiral E. Harvey tried by a court-martial, and sentenced to be dismissed the service, for disrespectful language to Lord Gambier, his superior officer.

JUNE 26.—H.M.'s ship *Cyane* (twenty-two), Captain Thomas Staines, and *L'Espoire* (eighteen), co-operate with the Sicilian gun-boats, and after a gallant action, take eighteen and destroy four of the enemy's armed vessels.

—— 27.—His Majesty's ship *Cyane* (twenty-two), Captain Staines, and *L'Espoire* brig, beat off, in the most gallant manner, a superior Neapolitan force; Captain Staines and Lieutenant Hall desperately wounded.

JULY.—A Russian flotilla taken and destroyed by Sir James Saumarez under Percola Point.

—— 6.—*La Bonne Citoyenne*, Captain Mouncy, captures, after a sharp action, *La Furieuse*, French frigate.

—— 22.— The British expedition, under Lord Chatham and Sir Richard Strachan, sails for Walcheren.

—— 27.—The boats of his Majesty's ships *Minotaur*, *Princess Carolina*, *Cerberus*, and *Prometheus*, cut out, after a desperate resistance, from Apso roadstead, three Russian gun-boats and an armed brig; Lieutenants Callanan and Wilkins, R.M., killed; total killed 19—wounded 51.

OCTOBER 25.—Three French ships, *Robust* (eighty-four), *Leon* (seventy-four), and *Borée* (seventy-four), driven on shore by a squadron under Sir George Martin, in the Mediterranean; two first burnt by the French next day.

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NOVEMBER 1.—The boats of a British squadron, under Lieutenant Tailour, attack, take, and destroy a superior armed force in the Bay of Rosas; Lieutenant Tait, Mr. Cadwell, Master Mate, and fifteen seamen killed; Lieutenants Tailour, Begbie, Foster, Stuart, and fifty-five seamen and marines, wounded.

DECEMBER 18.—*La Loire* and *La Seine*, French frigates, destroyed by the squadron under Sir Alexander Cochrane, off Basseterre, Guadaloupe.

——— 23.—Walcheren evacuated by the British.

1810.

FEBRUARY 21.—His Majesty's ship *Horatio* (thirty-eight), Captain George Scott, captures, after a running fight, *La Necessité* (French frigate), pierced for 40 guns; 28 mounted.

MARCH 6.—Admiral Lord Collingwood dies at sea, off Minorca; buried at St. Paul's, May 9.

MAY—3.—Gallant action between the *Spartan* (thirty-eight), Sir J. Brenton, and a French force, in the Bay of Naples.

—— 12.—Severe action between the *Tribune* (thirty-eight), Captain Reynolds, and four Danish brigs, which escaped from the former, being damaged in masts and rigging.

——— Seventeen vessels captured or destroyed under the batteries of the Isle of Rhé, by the boats of the *Armide* and *Cadmus*, under Lieutenant Roberts.

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AUGUST 10.—*Loss* of his Majesty's ship *Lively* (thirty-six), Captain M'Kinley, near Valette, Malta; crew saved.

——— 23.—A British squadron, consisting of the *Sirius* (thirty-six), Captain Pym; *Magicienne* (thirty-six), Captain Curtis; and *Nereide* (thirty-eight), Captain Willoughby, attack the enemy's ships in the Isle of France, and drive them ashore; but, from unfortunately grounding themselves, after a desperate resistance, are compelled to set fire to them.

DECEMBER 19.—His Majesty's ships *Pallas* (thirty-two) and *Nymph* (thirty-six) totally wrecked below Dunbar; few lives lost.

——— 20.—*Satellite* (sloop of war) upset; all her crew perished.

——— 22.—*Minotaur* (seventy-four), Captain Barrett, wrecked on the Haak bank; 480 of the crew, with the captain and officers, lost.

Steam applied to the purpose of inland navigation in America.

1811.

FEBRUARY 4.— Four French vessels captured off Pertichie, by the boats of the *Active*, Captain Gordon, and *Cerberus*, Captain Whitby.

——— 10.—*Loss* of his Majesty's ship *Amethyst* (thirty-six), Captain Walton, in Plymouth-Sound; crew saved.

——— 14.—*Pandora* (sloop of war) struck on a shoal off

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the coast of Jutland, when twenty-nine of her crew were lost, from the severity of the weather.

MARCH.—A British squadron, under Captain M'Namara, in the *Berwick*, drive a French frigate ashore near Barfleur light-house; destroyed by the enemy.

——— 13.—Gallant action off Lissa between a French superior force and a squadron of British frigates, consisting of the *Amphion* (thirty-two), Captain William Hoste; *Active* (thirty-eight), Captain I. A. Gordon; *Cerberus* (thirty-six), Captain H. Whitby; and *Volage* (twenty-eight), Captain Hornett, under the orders of Captain Hoste; enemy's squadron taken and destroyed.

——— 25.—*Amazon* (French frigate) destroyed off Cape Barfleur, by part of the Cherbourg squadron.

——— 26.—Gallant defence of the island of Anholt by Captain Maurice, R. N. and Captain Torrens, of the Marines; defeat the Danes—take 500 prisoners.

APRIL 27.—A number of French ships, with stores for Corfu, captured and destroyed by a squadron under Captain Otway, in the *Ajax* (seventy-four).

MAY 1.—Three French frigates burnt in Layone Bay by the three British ships under Captain Barrie.

—— 16.—Rencontre between the British sloop of war *Little Belt*, Captain Bingham, and the American frigate *President*.

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MAY 21.—Action off Madagascar between a French and English squadron of frigates; two French frigates surrender, as well as the settlement of Tamative, to Captain Charles Schombergh.

——26.—His Majesty's brig *Alacrity* (of eighteen guns), Captain Nesbit Palmer, captured by *L'Abeille* (French corvette) in the Mediterranean; Captain Palmer severely wounded, and Lieutenant Rees (first) killed.

—— 29.—Death of Lord Viscount Melville.

JULY 11.—*Barham* (seventy-four) *lost* off Corsica.

—— 20.—A Neapolitan flotilla intercepted by his Majesty's ships *Thames* and *Cephalus*, under the orders of the Hon. Captain Waldegrave.

AUGUST 17—A French man-of-war brig captured by his Majesty's brig *Hawke*, Captain Boucher.

——— 23.—The French gun-brig *Teazer* and *Le Pluvier*, with eight vessels, captured by the boats of the *Diana* and *Semiramis*.

SEPTEMBER 8.—A French brig sunk, and two driven on shore, by the *Hotspur* (thirty-six), Hon. Captain Percy; *Hotspur* grounded, and much cut up.

——— 21.—The *Naiad* (thirty-six), Captain Carteret, attacked by seven armed *Praams*, in presence of *Buonaparte*; takes one, repulses the rest, and compels them to take shelter under their batteries; Lieutenant Char les Cobb killed upon this occasion.

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OCTOBER.—*Loss* of his Majesty's ship *Pomone* (forty-four), Captain R. Barrie, on the Needles Rocks; crew saved.

NOVEMBER 5.—*Saldanah* (thirty-eight), Captain Pakenham, *lost* on the coast of Ireland; all on board perished.

——— 30.—Horrid murder committed on board an American schooner, prize to the *Amethyst:* Mr. E. Saunders, prize-master, assassinated.

DECEMBER 24.—*Defence* (seventy-four) *lost* on the north coast of Jutland; crew perished, except five seamen and a marine.

——————— *Hero* (seventy-four), Captain Newman, *lost* off the Texel; crew perished.

——————— *St. George* (ninety-eight), Admiral Reynolds, *lost* off the coast of Jutland; crew perished, all but seven.

——————— *Grasshopper* driven, in this dreadful gale, into the Texel; crew made prisoners.

1812.

JANUARY 30.—*Manilla* (thirty-eight) *wrecked* on the Dutch coast, with the loss of six men.

——— 31.—*Laurel* (thirty-two) *lost* in Quiberon Bay; crew made prisoners.

FEBRUARY.—Lieutenant Bartholomew, in the *Richmond* brig, attacks, and brings out from the bay of Vera,

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L'Intrepide (eighteen) and 180 men; latter set fire to by the enemy, and blows up when in the possession of the British.

FEBRUARY 21.—*Rivoli* (French eighty-four) taken, after a severe and well-contested action, by the *Victorious* (seventy-four), Captain Talbot; an English sloop of war in company.

MARCH 27.—French flotilla defeated before Dieppe, by Captains Harvey and Trollope, of the *Rosario* and *Griffin* sloops.

MAY 22.—Two French frigates and a brig destroyed off L'Orient, by the *Northumberland*, Capt. H. Hotham.

JUNE 18.—War declared between England and America.

—— 23.—His Majesty's ship *Belvidera* (thirty-six), Captain Byron, retreats, in a running fight, from an American squadron under Commodore Rogers; *Belvidera* loses three men killed and four wounded.

JULY 6.—Severe action between the British squadron *Podargus*, *Calypso*, and *Flamer* gun-brig, and a Danish squadron, off Mardoe, when two Danish vessels were reduced to a wreck.

AUGUST 19.—The *Guerrière* (thirty-eight), Captain J. R. Dacres, captured and destroyed, after a hard-contested action, by the American frigate *Constitution*; latter considerably superior in men and metal.

SEPTEMBER.—The boats of the *Eagle* (seventy-four), Captain

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C. Rowley, take and destroy a convoy under the protection of two gun-boats and the batteries of Goro: Lieutenant Cannon mortally wounded; Lieutenant Festing succeeds in the command.

OCTOBER 18.—His Majesty's brig *Frolic* captured by the American ship-sloop *Wasp*, of superior force.

——— 25.—The *Macedonian* (thirty-eight), Captain Carden, captured by an American frigate of superior force.

DECEMBER 29.—The *Java* (thirty-eight), Captain Lambert (mortally wounded), captured by the *Constitution*, American frigate, after a desperate and fruitless resistance; latter superior force.

1813.

FEBRUARY 7.—Desperate and undecided action between the *Amelia* (thirty-six), Hon. Captain Irby, and a French frigate, off the African coast, in which the *Amelia* had all her lieutenants killed; total, forty-six killed, and ninety-five wounded.

——— 25.—*Peacock* (eighteen-gun brig), Captain Peake, captured by the American ship *Hornet*, of superior force; Captain Peake killed.

JUNE 1.—American frigate *Chesapeake* captured by the *Shannon*, Captain Broke, after an action of eleven minutes; equal force.

—— 3.—American armed vessels *Growler* and *Eagle* taken, after a smart action, by British gun-boats.

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JULY 6.—*Dædalus*, Captain Murray Maxwell, *lost* in the East-Indies.

AUGUST 14.—American sloop-of-war *Argus* taken by the *Pelican* (eighteen), Captain Maples.

SEPTEMBER 18.—The boats of the *Bacchante*, under the command of Lieutenant O'Brien, gallantly attack and take a convoy of eighteen sail of merchantmen and eight gun-boats on the coast of Apulia.

OCTOBER 23.—French frigate *La Trave* (forty-four) taken by the British frigate *Andromache*, Captain Tobin; no action.

1814.

JANUARY 6.—*Ceres* (French frigate) taken by the *Tagus* (thirty-six).

——— 16.—French frigate *Alcmene* taken by the *Venerable* (seventy-four), Rear-Admiral Durham; and the French frigate *Iphigénie* a few days after.

FEBRUARY 3.—French frigate *Terpsichore* captured by his Majesty's ship *Majestic* (seventy-four), Captain Hayes.

——— 25.—French frigate *Clorinde* (thirty-eight) surrendered to his Majesty's ships *Dryad* and *Achates*, after a severe engagement with the *Eurotas* (thirty-eight), Captain Phillimore; *Eurotas* in chase of *Clorinde* when captured by the *Dryad* to leeward.

MARCH 26.—*Capture* of *La Sultane* (French forty-four),

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by the *Hannibal* (seventy-four), Captain Sir Michael Seymour.

MARCH 27.—French frigate *L'Etoile* (forty-four) captured, after a sharp action, by the *Hebrus* (thirty-six), Captain Palmer.

——— 29.—American frigate *Essex* captured by the *Phœbe*, Captain Hillier, in company with the *Cherub* brig.

——— 30.—The *Primrose* (eighteen), Captain Phillott, engages by mistake the *Montrose* British packet.

APRIL 26.—The ports of the United States of America put under blockade by Sir Alexander Cochrane.

——— 28.—BUONAPARTE embarks at Frejus on board his Britannic Majesty's ship *Undaunted*, Captain Usher, and sails for the island of Elba.

MAY 30.—Definitive treaties of peace signed at Paris, between the Ministers of the Allied Powers and the *French* Government.

——— Alexandria, in America, capitulates to a British squadron, under Sir James Alexander Gordon.

JUNE 22.—Lord Cochrane convicted of a conspiracy for raising the funds; sentenced to pay 1000*l.*, a twelve-month's imprisonment, and to stand in the pillory one hour, opposite the Royal Exchange (this part of the sentence remitted); July 5th, expelled the House of Commons; July 16th, returned again for Westminster.

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SEPTEMBER 8.—*Avon* (British eighteen-gun brig), Hon. Capt. Arbuthnot, sunk by the American ship-sloop *Wasp*, off Kinsale; latter superior force.

——— 11.—British squadron captured by an American squadron, after a severe conflict, in Lake Champlain.

——— 15.—His Majesty's sloop *Hermes* lost, after making an attack on Fort Mobille.

NOVEMBER 29.—The American town of Rappahanock taken by the British, under Captain Barrie.

1815.

JANUARY 15.—*American* frigate *President* captured by the *Endymion*, Capt. H. Hope, after a severe contest; the *Endymion* was the headmost ship of a British squadron that came up with the *President* in chase.

FEBRUARY 25.—*Buonaparte* escapes from Elba on board an armed vessel, accompanied by three others, containing about eight hundred troops.

MARCH 1—*Buonaparte* lands in France, at Cannes, in the Bay of Juan.

JUNE 15.—Commencement of hostilities between the Allies and Buonaparte.

JULY 16.—*Buonaparte*, unable to escape, surrenders himself to Captain Maitland, of the *Bellerophon* (seventy-four).

—— 24.—*Buonaparte* arrives in Torbay, in the *Bellerophon*.

—— 26.—*Buonaparte* leaves Torbay, and arrives same day in Plymouth Sound.

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AUGUST 7.—*Buonaparte* removed from the *Bellerophon* to the *Northumberland* (seventy-four), Sir George Cockburn, who sails next day for St. Helena.

OCTOBER 13.—Sir George Cockburn, in the *Northumberland*, arrives at St. Helena with his charge—*Buonaparte*.

1816.

MARCH 18.—The House of Commons, after a long and protracted debate, repeals the Income Tax.

——— 20.—Captain Tuckey's unsuccessful and unfortunate African expedition sails from Spithead.

AUGUST 7.—Bombardment of Algiers, and the Algerine squadron destroyed by Lord Exmouth.

OCTOBER 24.—*Loss* of his Majesty's ship *Comus* (twenty-eight), Captain Bremer, on the coast of Newfoundland; crew saved.

1817.

FEBRUARY 18.—*Loss* of his Majesty's ship *Alceste*, Sir Murray Maxwell.

——— 18.— *Loss* of his Majesty's brig *Jasper* (ten), in Plymouth Sound; one man only saved.

1818.

APRIL 18.—First Polar expedition sails under Captain Ross; returns unsuccessful, after an absence of six months, October 30.

——— Loss of his Majesty's brig *Julia;* crew perished.

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1819.

MAY 12.—Second Polar expedition, under the command of Captain Parry, in the *Hecla*, sails from the River Thames.

—— 23.—Lieutenant Franklin's land expedition, to explore the Polar Sea-coast, leaves England.

DECEMBER 9 to 23.—An expedition under Captain Frank Collier, of his Majesty's ship *Liverpool*, and Major-General Sir William Keir Grant, gallantly chastise the Pirates in the Persian Gulf, and reduce the strong holds of Ras el Khyma, &c.; Captains Lock and Walpole, of his Majesty's sloops *Eden* and *Curlew*, particularly distinguished themselves on this critical occasion.

1820.

NOVEMBER 3.—Arrival of Captain Parry at the Admiralty, after discovering a passage through Lancaster's Sound into the supposed Polar Sea.

1821.

MAY 8.—Third Polar expedition, and second under Captain Parry, sails from the Nore.

1822.

—— *Loss* of his Majesty's (ten-gun) brig *Drake*, Captain Baker, on the coast of Newfoundland; Captain, First-Lieutenant, Master, and several of the crew perished.

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—— Captain Franklin arrives in England, after losing part of his people from famine and severity of climate.

—— His Majesty's brig *Confiance* (eighteen) founders on the coast of Ireland; crew perished.

—— *Loss* of his Majesty's brig *Arab* (eighteen), Capt. Holmes, on the coast of Ireland; crew perished.

1823.

October 16.—Third Polar expedition, and second under Captain Parry, arrives at Whitby unsuccessful.

———— *Loss* of his Majesty's brig *Columbine* (eighteen), Hon. Captain Abbott, in the Mediterranean; crew saved.

———— *Loss* of his Majesty's brig *Delight* (ten), Captain Robert Hay; supposed to have foundered off the Isle of France.

1824.

May.—Fourth Polar expedition, and third under Captain Parry, sails from the River.

1825.

—— Captain Franklin leaves England upon his second expedition to explore the Polar regions.

September.—African Mission, under Captains Clapperton and Pearce, R.N., sails from Portsmouth in his Majesty's ship *Brazen*, Captain Wells.

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SEPTEMBER 14.—Melancholy accident at Portsmouth dock-yard, upon the launch of his Majesty's ship *Princess Charlotte*; sixteen lives lost.

OCTOBER 14.— Fourth Polar expedition, and third under Captain Parry, returns unsuccessful, after the loss of his Majesty's ship *Fury*, Captain Hoppner.

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